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Brown's South Africa



A

PRACTICAL

AND

COMPLETE GUIDE

FOR THE USE OF

TOURISTS

SPORTSMEN

INVALIDS &

SETTLERS

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C.

CAPE GOVERNMENT RAILWAYS.

SOUTH AFRICA'S SUNNY SKIES AND DRY AIR

ALL THE YEAR ROUND,

versus

EUROPEAN RAIN, FOG, FROST AND SNOW.

The Shortest, Quickest and Cheapest Route between the South African DIAMOND and GOLD FIELDS, and Europe.

THE Magnificent Steamers of the Castle and Union Lines leave Southampton every Saturday, and, after what has been well-described as a "Summer Voyage," usually reach Cape Town Docks on Wednesdays, *i.e.*, 18 or 19 days, where Passengers step ashore without the use of Tugs or Small Boats.

Through Tickets can be obtained of Thomas Cook and Son, Tourist Agents, Ludgate Circus, and other London Offices; at the Union Steam Ship Company's Offices, South African House, Bishopsgate Street, London, and at Southampton; at the Castle Mail Packet Company's Offices, 3 and 4 Fenchurch Street, London, and at Southampton; and at the Offices of the Agent General of the Colony, 7 Albert Mansions, Victoria Street, London, S.W., to Matjesfontein, Ceres, Beaufort, Cradock, Aliwal North, Bloemfontein, or to any other places through which the Railway passes.

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CAPE TOWN,
17*th Feb.*, 1893.

al Manager.

D.

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CHARLESTOWN and BARBERTON (Coach Bi-weekly),	6 10 0	6 10 0	6 10 0
DURBAN and HARRISMITH (Rail Daily), - -	3 2 6	2 1 8	1 0 10

Return Tickets available for Three Calendar Months by Railway at a Fare and a-Half.

The English Mail Steamer reaches Port Natal on Monday in each week, and leaves Port Natal Wharf at 8 a.m. on Thursday; the Up-country Mail Train arrives at the Port in time to connect with the latter. Passengers from England may book through to Johannesburg at the Offices of Castle Packets and Union Mail Steam Ship Companies, London, Capetown, Port Elizabeth, and East London.

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70s. per Ton of 2240 lbs.	80s. per Ton of 2240 lbs.

* These Rates apply only to Rice, Wheat, Barley, Oats, Peas, Beans, Dholl, Mealies, Meal, and other Grain Stuffs, Flour, Salt, Bran, Sugar, Potatoes, Colonial Lime, Manure and Coffee, *in bags*, Imported Hops in Bales, Wool Packs, Mining, Agricultural, and other Machinery and Implements, Timber, Cement, Safety Fuse, Pig Iron, Wire Netting, and Wire Fencing Materials, Sheep Dipping Preparations, Salts of Potash in cases, Candles in boxes, Galvanised Iron packed in cases or tied in secure bundles, Undamageable Iron (which must be so consigned). New Bags or Sacks in bales, Printing Paper and Materials, and Commercial Travellers Baggage. These Rates apply to South African Produce when cheaper than South African Produce Rates.

GOLD MINING MACHINERY AND GENERAL GOODS TRAFFIC for the Gold Fields, shipped to Port Natal, may be loaded into the Railway wagons at the Port, and conveyed through within 48 hours to Charlestown or Harrismith, at which Stations there are numerous established Forwarding Agents, prepared to forward the Traffic with dispatch to the Gold-bearing Centres, and to all other parts of the Interior. Every appliance for loading and unloading is provided at the Port, Durban, Charlestown, and Harrismith.

Time Tables and general information as to the Natal route may be obtained on application to the District Superintendents at Pietermaritzburg, Ladysmith, Harrismith, and Newcastle; to the N.G.R. Agent, Mr. J. E. McNESS, Johannesburg; Messrs. MURRAY & Co., Barberton; Messrs. G. HEYS & Co., Pretoria; or to

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Miles from Graham's Town.	Single Fares. 1st.	2nd.	Natives.	STATIONS.	Tuesdays, Thursdays and Saturdays.	First Wednesday in each Month.
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				Grahamstown, dep.	2·30	4·0
10	3 0	2 0	1 6	Manley Flats -	3·20	4·50
13	4 0	2 6	1 9	Blaauw Krantz -	S 3·30	S 5·0
21	5 3	3 6	2 9	Martindale - -	S 3·50	S 5·20
25	6 6	4 6	3 6	Round Hill - -	S 4·10	S 5·40
27	6 6	4 6	3 6	Trapps Valley -	4·15	5·45
33	8 6	6 0	4 6	Bathurst - -	4·40	6·10
43	11 0	7 6	5 6	Port Alfred, arr.	5·10	6·40

PORT ALFRED TO GRAHAMSTOWN.

Miles from Port Alfred.	Single Fares. 1st	2nd.	Natives.	STATIONS.	Mondays and First Wednesday in each Month.	Wednesdays and Fridays, excepting First Wednesday in each Month.
	S. D.	S. D.	S. D.		A.M.	P.M.
				Port Alfred, dep.	5·30	2·0
10	3 0	2 0	1 6	Bathurst - -	6·10	2·40
16	5 0	3 3	2 6	Trapps Valley -	6·35	3·5
18	5 0	3 3	2 6	Round Hill - -	S 6·45	S 3·15
22	6 0	4 0	3 0	Martindale - -	S 7·0	S 3·30
30	7 6	5 0	3 9	Blaauw Krantz -	S 7·30	S 4·0
33	8 6	6 0	4 6	Manley Flats - -	7·40	4·10
43	11 0	7 6	5 6	Grahamstown, arr.	8·30	5·0

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THE remaining advertisements will be found after the text. Each town indexes its own advertisements, but as a further aid advertisements are arranged alphabetically; thus, England follows East London, Ceres follows Cape Town, and so on. Besides this there is a trade index which immediately precedes the advertisements. Readers should refer to these pages, as they form part of the scheme of the book, giving information about ships, hotels, &c., and indicating which are the most prominent and enterprising men of business in the various districts. By consulting them travellers are able to dispense with a large amount of luggage; English merchants or manufacturers will find them of use in choosing Agents, &c.; and those living or settling in South Africa are shown where to order *their goods.*

BROWN'S GUIDE

TO

"SOUTH AFRICA"

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PRICE 2s. 6D.

Madeira and the Canary Islands.

A Practical and Complete Guide for the use of Invalids and Tourists.

WITH NINE MAPS.

By A. SAMLER BROWN.

SECOND EDITION.

London: SAMPSON LOW, MARSTON & CO., Ltd.,
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BROWN'S

"SOUTH AFRICA"

A

PRACTICAL AND COMPLETE GUIDE

FOR THE USE OF

TOURISTS, SPORTSMEN, INVALIDS, AND SETTLERS

WITH SIX COLOURED MAPS AND TWO DIAGRAMS

LONDON
SAMPSON LOW, MARSTON & COMPANY
Limited
St. Dunstan's House
FETTER LANE, FLEET STREET, E.C.
J. C. JUTA Co., CAPE TOWN AND JOHANNESBURG
1893
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Ceres	,,	,, R. Menzies *
Charlestown	Natal	,, J. J. Pratt & Son *
Cradock	Cape Colony	,, Butler Bros.* ,, H. E. Turkington
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East London	Cape Colony	,, Hebbes & Co.*
George	,,	,, A. J. Sayers *
Grahamstown	,,	,, J. Reay Shaw * ,, Grocott & Sherry
Harrismith	O. Free State	,, A. S. Welch *
Humansdorp	Cape Colony	,, E C. Sellick *
Johannesburg	S. A. R.	,, J. C. Juta & Co.*
Kimberley	Cape Colony	,, Leo Simmons *
King Wm's To.	,,	,, W. H. Killmann * ,, W. T. Randall
Knysna	,,	,, A. J. Sayers *—W. Young
Ladysmith	Natal	,, Henry Glover *
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PREFACE.

THE object of this book has been to place in a condensed and easily intelligible form the mass of information necessary to TOURISTS, SPORTSMEN, INVALIDS, and SETTLERS. It has been borne in mind that the broad facts of history and social life are interesting to all alike, whilst a series of special articles supply in sufficient detail the information required by each class.

Tourists.—In spite of the fact that South Africa forms the terminus of the pleasantest of voyages the tourist has so far been rarer than the attractions of the country warrant, and has either confined his explorations to the sea coast or, in wandering inland, has practically ventured upon what is to him more or less a *terra incognita*. The pages dealing with this section have been arranged, as far as the nature of the country admits, on the lines of the best European guide books and endeavour to set forth what is best worth seeing, the best way to see it and the probable outlay from the start to the return. The index allows this portion of book to be used as a Gazeteer.

Sportsmen.—An article on the game of South Africa gives hints regarding expeditions to the less frequented haunts of the larger fauna which still form the finest hunting grounds in the world, and includes information as to what is to be found in the more immediate vicinity of the towns.

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Ceres	,,	,, R. Menzies*
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Health Resort deal with a well recognised feature of the country and comprise all the available information which may be of use to physicians in the choice of residence for their patients. The rapidly increasing reputation of the climatic conditions of South Africa must, from an English point of view, be greatly enhanced by the facts that the country is mainly under British rule and practically everywhere English-speaking and that it offers the means of livelihood to those who are not in an independent position.

Settlers.—This last advantage, almost unique among health resorts, has been accentuated by some special articles on the requirements of settlers dealing more particularly with pastoral and agricultural pursuits.

Physicians and Invalids are however emphatically warned that South Africa is not adapted to those who cannot, to a certain extent, shift for themselves. *To send sick people in the last stages of consumption on a fatiguing journey which leads to places where the unfortunate patient cannot procure proper attention is most certainly wrong.* There is not a town or health resort in South Africa where the writer has not been requested to give the uttermost prominence to this fact.

Country or farm quarters, situated well up a slope, where the feeding is fairly good, are the best for all whether well or ill. It should perhaps be called to the attention of the medical faculty that South Africa, probably owing to the great variation between night and day, is one of the very few hot countries where Europeans tend to increase largely in weight. The descendents of settlers are also found to increase in general stature.

Maps and **Diagrams** have been added with a view to simplify the various sections of the book.

Those requiring greater details than it has been found

practicable to include within the limits of the present work are referred to the histories of Mr. Theal, who has earned the title of the Herodotus of South Africa and to the pages of the *Argus Annual*, a compilation probably unsurpassed in any other colony, and to the "Cape of Good Hope Official Handbook" (John Noble), which deals exhaustively with agricultural productions and Colonial Industries.

Whilst every effort has been made to ensure the strictest accuracy it is impossible that in a subject covering such a vast extent of ground some errors should not have crept in and the authors will gratefully acknowledge any corrections they may receive from their readers with a view to their incorporation into future editions.

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SIGHTS OF SOUTH AFRICA.

ALTHOUGH a young progressive country such as this cannot fail to keenly interest every visitor who will take the trouble to inform himself on the past history of its variously colored races, on the enormous diversity and wealth of its indigenous flora and fauna, and on the magnificent geological problems which it spreads before even the most unobservant eye; those who pay it only a brief visit will naturally ask for a somewhat concise list of the most salient points which they ought not to miss. Taking the ordinary European ramble as a standard and omitting all but the most noteworty and accessible, these might be briefly recapitulated as:—

Cape Town and its Suburbs, Table Mountain, &c.; the Paarl with excursions as far as Ceres and over Bain's Kloof;—Worcester and the Hex River Pass if possible;—the Cango Caves at Oudtshoorn and the Zwartberg and Montagu Passes;—the Knysna and other forests;—Port Elizabeth;—Grahamstown;—Durban;—P. Maritzburg;—Howick;—Kimberley and its diamond mines;—Johannesburg and the gold mines, &c. There are many more towns which are well worth seeing but this list is enough for those with limited time.

The visitor should on no account miss a ride in the train through some part of the Karroo or Veldt, nor should he neglect to see as much as possible of the customs of the natives which are a relief after the somewhat dull form of

life adopted by the white settlers. The Eastern Provinces and Natal are the most attractive in this respect unless of course an expedition is made to some part more or less distant from the railway and civilization.

Invalids and Settlers will refer elsewhere for their particular information, whilst those living in South Africa and using this book as a Gazeteer, will find that in most cases it will be of great service to them by bringing the connections between railways, coaches and post carts, into a simpler and more local form than is the case in existing publications whether official or otherwise.

Name of Line.	When Boats Sail.	Where from.	Tickets—Single.			To.	Ports of Call.	Notes.
			1st.	2nd.	3rd.			
Union S.S. Co. (Carry Mails under Contract)	Every week	S'hampton Hamburg Antwerp Rotterdam	39 gns. 44 gns.	25 gns. 29 gns.	16 gns. 19 gns.	Cape Town and Natal	Lisbon, Madeira,* Teneriffe, St. Helena, Ascension (ret'ng), Cape Town,* Mossel Bay, P. Eliz'bth,* East London,* Durban,* Delagoa Bay, Beira.	Mail Boats only stop at places marked with a star. Boats run as far as Mozambique Mauritius and Madagascar. For further information see heading "Coasting Steamers". Return Tickets, costing double single fare, less 10 per cent., are available for six months, and on the coast ports by either line. The fares given are those by the *Mail* Boats, Intermediate B'ts being rather cheaper.
Clan Line S.S. Co.	About every fortnight	Glasgow Liverpool	Do.	Do.	Do.	Do.	Teneriffe and all South African Ports	Return *via* East Coast, Mauritius, Indian Ports, and Suez. Fare from S. Africa, about 60 gns.
Shaw, Savill and Albion S.S. Co.	Two each month	London Plymouth	Do.	Do.	Do.	Cape Town	Teneriffe and Cape Town	Return *via* Cape Horn.
New Z'land S.S. Co.			Do.	Do.	Do.	Do.		
Natal Direct	Every three weeks	London	33 gns.	—	—	Natal only	Teneriffe and Las Palmas alternately, P. Natal, Delagoa Bay & E. African Ports	Only Saloon passenger accommodation. Return Tickets 10 p. cent. dis.
Aberdeen Direct Line	Every three weeks	London	Do.	—	—	Natal only	Canary Islands and Port Natal	Do.
British and Colonial Steam Navig. Co.	Every three weeks	Amsterdam & London	Do not at present provide passenger accommodation.				Grand Canary and all S. African Ports	
Natal Direct	Every month	Calcutta	20 gns.	16 gns.	5 gns.	Natal	Madras and all E. and S. African Ports	
German E. African	Do.	Hamburg Amsterdam Lisbon Naples	£45	£30	£17 10s.	Do.	Suez, Aden, Zanzibar, Mozambique, &c., and homewards Marseilles	£7 10s. less on tickets from or to Naples or Lisbon.

Coasting Steamers.

The approximate days of departure from Cape Town eastwards are:—for Mail Steamers, Saturdays;—for Ocean-going Intermediate Steamers, Tuesdays;—for the smaller Coasters, Thursdays and Saturdays. All regular boats belong to the Union and Castle Lines and the fares are the same in all cases. Return tickets are available by either line. The dates at intermediate ports and of the return journey depend upon circumstances. Steamers run beyond Delagoa Bay to Inhambane, Quilimane, Beira, &c.

In addition to the above there are several coasting and service steamers of other companies which touch at ports from Cape Town to Zanzibar for which see preceding table or apply at the Agencies.

A small private steamer, the "Somtseu" plies between East London, St. John's River and Durban as cargo offers. Fares 20s. to 40s. according to distance.

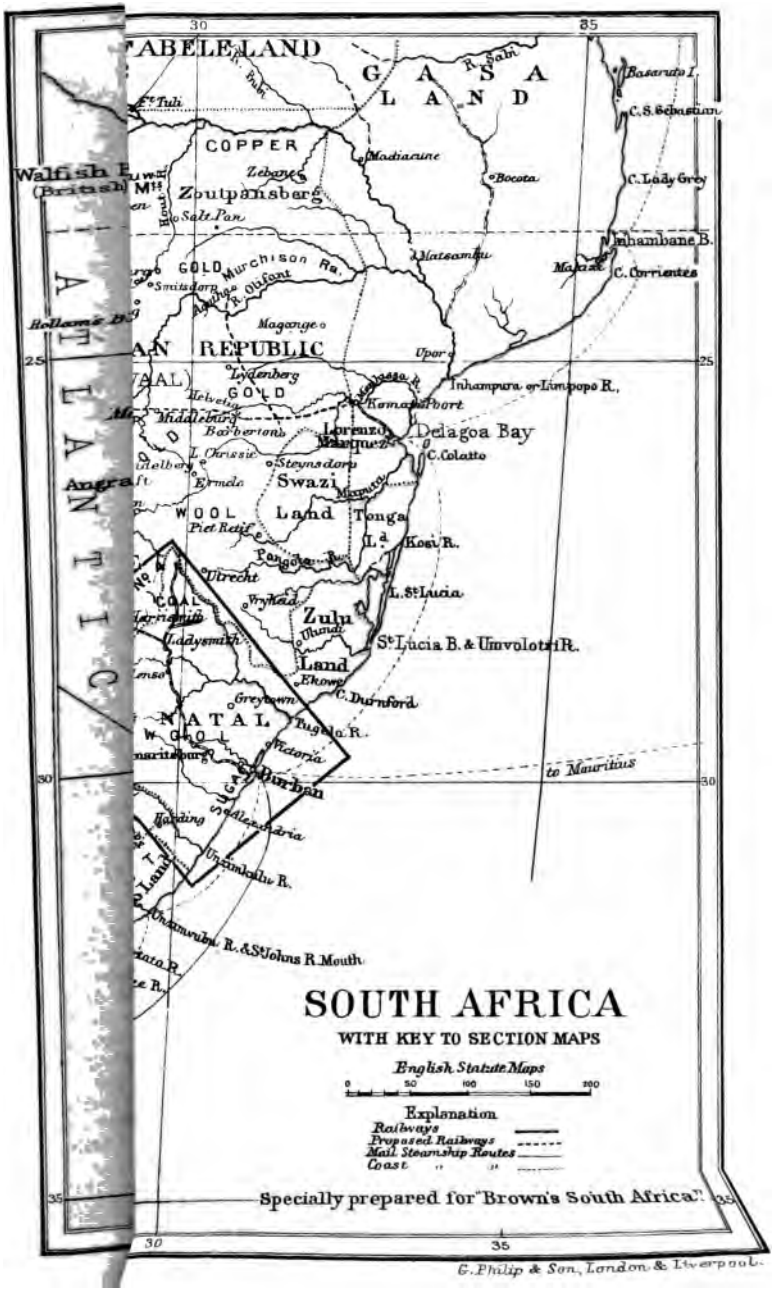
FARES FROM CAPE TOWN AND *VICE VERSA*.

Port.	Single.		Return.	
	1st	2nd	1st	2nd
Mossel Bay - - -	£3 3 0	£2 2 0	£5 10 0	£3 15 0
Knysna - - - -	3 10 0	2 15 0	6 6 0	5 0 0
Port Elizabeth - -	5 5 0	3 10 0	7 17 6	5 5 0
East London - -	6 6 0	4 4 0	9 9 0	6 6 0
Durban - - - -	8 15 0	6 10 0	15 15 0	11 11 0
Delagoa Bay - -	12 15 0	9 10 0	23 0 0	17 2 0

Note.—Ships going Northward run close inshore between Port Elizabeth and Natal and allow passengers a good view of the land. Coming South they keep further out.

RATES FOR FREIGHT FROM LONDON.

Ordinary cargo is divided into four classes and ranges between:—for Cape Town and Port Elizabeth, 22s. 6d. to 45s.; Mossel Bay and Knysna, 27s. 6d. to 50s.; East London, Natal, and Delagoa Bay, 30s. to 52s. 6d. per ton.



SOUTH AFRICA

WITH KEY TO SECTION MAPS

English Statute Maps

0 50 100 150 200

Explanation

Railways
Proposed Railways
Mail Steamship Routes
Coast " "

Specially prepared for "Brown's South Africa".

G. Philip & Son, London & Liverpool.

GUIDE

TO

SOUTH AFRICA.

The Voyage.

Cape Town, the metropolis, in spite of its remote position in the very corner of the Continent, is a good point from which to make a start in any direction. This port is 5,951 miles from Plymouth, which distance is covered by the mail steamers in from 15 to 21 days. The limit of time specified in the mail contracts with the Union and Castle Lines is 20 days, which is rarely exceeded.

The boats of the Union, Castle, and Clan Lines touch at all S. African ports, those of the Shaw, Savill and N. Z. Shipping Co. only at Cape Town, while those of the Aberdeen and Natal Direct Lines proceed direct to Durban (for particulars see pp. 3, 4).

The leading passenger lines are of course the Union and the Castle which were started in 1853 and 1872 respectively. The competition caused by the energy of Sir Donald Currie, who is one of the best friends South Africa has ever had, has not only reduced the voyage to the dimensions of a holiday trip, but has contributed materially to converting what was only comparative comfort into actual luxury. Such boats as the "Scot" and the "Dunottar Castle" serve as models and have compelled other companies to adopt a higher standard than might have been deemed necessary, so that travellers by any route are sure of being treated liberally and well, whether they choose the Mail Boats, the boats going direct to Natal or those which run *vid* Suez.

The voyage is well known as one of the most pleasant sea trips that can be made, the splendid passenger steamers possessed by the two mail lines making light of the much maligned Bay of Biscay and affording a degree of comfort and stability in the smooth southern seas scarcely realisable by those whose experience has been confined to the stormier waters of the North Atlantic.

Although smaller than the large American liners the accommo-

dation is as a rule better, the ships having been built to meet the requirements of the sudden prosperity of a few years ago and being consequently fully large for the present traffic, a point of considerable interest to those who wish to avoid crowded cabins. Those who are not hurried can frequently secure a cabin to themselves by travelling in an intermediate boat, that is to say a boat running between the faster mail carriers and taking generally some days longer in reaching its destination. Mail and intermediate alike are generally provided with electric lights, baths and all modern conveniences and the author has always found the officials most courteous and obliging. The table is liberal and compares favourably with the ships of any other lines.

All passengers are landed free of charge at their destination or at any ports where the ticket allows of their journey being broken. Sightseers landing at intermediate stations must make their own arrangements.

The ports of call are Lisbon, 862 miles, 3 days, Madeira, 1306 miles, 3 to 4 days, Grand Canary, 1537 miles, 6 days, Teneriffe, 1517 miles, 6 days, and St. Helena, 4348 miles, only one or two of these however being touched at on any one voyage. On the return journey Ascension Island, 2395 miles from Cape Town, is occasionally visited.

Passengers by the Union and Castle Lines are carried free to Southampton by special train, personal luggage only being allowed.

Southampton is a very convenient port of departure, the smooth waters of the Solent allowing time to even the worst of sailors to arrange their goods and chattels before being overtaken by sea sickness.

Between England and Lisbon land is sighted at USHANT, some 18 hrs. from the start, and again about CAPE FINISTERRE, the black cliffs of the latter announcing the fact that the Bay of Biscay has been successfully crossed. Some hours later the FARILHOES and BERLENGA ISLANDS are passed and the coast of Portugal is approached. First the towers of MAFRA PALACE, which formed part of Wellington's lines at Torres Vedras, then PENHA CASTLE, serve as landmarks and the Tagus is entered.

After crossing the bar the square white Gothic tower of BELEM is seen on the left immediately above which is the long low CONVENTO DOS JERONIMOS. The large white building on the summit of the hill is the KING'S PALACE beyond which rise the dome and towers of the EGREJA (Church) DA ESTRELLA and below and around the white houses and terraced hills of Lisbon "that, sheening far, celestial seems to be". Anchor is probably dropped opposite or a little below the Custom House and, after the usual official visits, boats run alongside to take passengers on shore.

Lisbon, population 332,000, boats from 1s. to 2s. per head return.

Hotels.—Braganza, top of steep hill, 8s. to 20s. a day;—Central, near river, 9s.;—Durand's, largo do Quintella, quiet position, 9s.;—Universal, very central, 7s.;—Europe, close by, 7s.

As all passengers are landed at the Custom House it is advisable

to take no parcels or handbags on shore. A little disinfectant on a handkerchief is at times an advantage.

This book only pretends to be a guide for passengers to the Cape, &c., therefore Lisbon will be treated as a place where as much as possible is to be seen in from two to four hours.

On leaving the Custom House the PRAÇA DO COMERCIO, Terreiro do Paço or Black Horse Square, for it is known by all three names, is entered. In the centre of the square is a bronze equestrian statue of José I. and around the sides are the Bourse, the Customs, the Indian, Naval and Government Offices, the Town Hall, and the Post and Telegraph Offices.

Wait under the triumphal arch at the top for a tramcar coming down marked "Belem" (fare, 60 reis or about 3d.). The car runs along the river front past some two miles of that squalid splendour so characteristic of the town, which has disgusted many a traveller since Byron saw and described it. The life of Lisbon is well represented by the passers-by but there is no building of importance until (35 minutes) the CONVENTO DOS JERONIMOS, situated in the suburb of Belem but undoubtedly the gem of Lisbon and the spot most worthy of visiting. If closed apply for entrance. A gratuity is expected of about sixpence to tenpence a head.

Parts of the exterior of the Church are of highly ornate Gothic, though the lines generally are simple and graceful. It is however the Moorish style of architecture of the interior which is most worthy of notice. The immense organ and sculptured organ-loft are also of interest. The precincts of the Convent itself, now a charitable institution, should next be visited. Half an hour or more can be well spent wandering round the *Cloisters*, where the lace-like stone-work has, by more than one authority, been declared to be unequalled. The side-chapels with tombs and the gloriously proportioned *Refectory* should not be missed.

Leaving the Convent, the TOWER OF BELEM (5 minutes), which marks the site of Vasco da Gama's departure on his voyage round the Cape, may be visited but is of small interest.

Returning from Belem select a car marked "Rocio" (fare 60 reis). An upper road is taken where the extraordinary terraces on which Lisbon is built are very apparent. The houses are all lined with tiles and occupied by several families, members of which lounge in a *degagé* manner from all sorts of windows at all sorts of elevations above the pavement.

The car passes Black Horse Square again and ascends the RUA AUREA or Goldsmiths' Street, where the constant succession of jewellers' shops will attract attention, and skirts the PRAÇA DOM PEDRO, the gayest, most graceful and pleasing square in the city, where the visitor will alight.

Turning up to the left the new white stone RAILWAY STATION is passed and the AVENIDA or Hyde Park of Lisbon with its long lines of trees and rows of gay carriages stretches up the hill and apparently away into space. Private carriages (about 400 reis = 1s. 9d. an hour) alone can pass.

About 150 yds. up the Avenue on the left is an hydraulic engine by which ascend (1d.) to the *Passeio de S. Pedro d'Alcantara* whence there is a good view of the Avenida and the environs of the town, straggling away in a succession of clumps of houses which crown the neigbbouring hills more like robbers strongholds than peaceful settlements.

From here visit the sumptuous church of SAÕ ROQUE and do not omit to enter the chapel of St. John the Baptist of which the gorgeous interior is hidden by a screen and curtain (sacristan, fee from 1s. to 2s.). The *mosaics* after Guido Reni, Raphael, and Michael Angelo were executed in Rome and the marbles used in constructing the *altar* and *columns* are scarcely surpassed in value by the lapis lazuli and massive silver ornaments they support.

Those who have an hour to spare should now walk or drive to the JARDIM DA ESTRELLA which commands the finest view of Lisbon. The Church is attractive and of considerable artistic merit. A return may be made past the Cortes (House of Parliament) and Market Place.

The stay in Lisbon does not often allow of more sight-seeing if any time is to be spent in the attractive shops between Black Horse Square and the Praça Dom Pedro (Rocio). Of these the Rua d'Augusta, the Rua do Ouro and the Rua da Prata are the principal; the various trades are allotted their respective quarters as was the case among the Moors.

The Sé or CATHEDRAL just above the Custom House contains little to interest the ordinary tourist, though it is here and in some of the suburbs that the only existing traces of the great earthquake of 1755 are to be found.

The first land sighted by those ships not touching at Lisbon is the **Madeiras**, population 140,000.

After rounding the lighthouse the villages of Caniçal, Machico and Santa Cruz are passed in the order named and anchor is dropped opposite the capital.

Funchal, lat. 32° 38′ N, long. 16° 55′ W, population 30,000, a picturesque town situated in a species of vast amphitheatre of which the blue sea forms the floor. On the arrival of vessels the water is covered by a crowd of little boats plying for hire or filled with numberless native manufactures for sale, manned by half-naked boys who earn a damp sort of living by diving for threepenny pieces. Wicker chairs, Madeira embroidery, lace, jewellery, &c. are offered at various prices and the deck is rapidly converted into a fair with a full accompaniment of shouts and yells from the anxious vendors. On shore there are several large shops or bazaars where purchases can sometimes be made on better terms.

Boats for the shore cost from 1s. to 2s. return according to the time of day. Those carrying parcels must be passed through the Custom House. Hammocks cost 400 reis = about 1s. 9d. an hour.

Hotels.—Reid's New Hotel, the Santa Clara, the Carmo, the Royal Edinburgh, the Hortas, all belonging to Mr. Reid;—Jones'

Bella Vista;—Cardwell's Victoria. In addition to this there are several Boarding Houses and a few fair Portuguese Hotels. English Hotels 8s. to 12s.;—Portuguese 5s. to 7s. a day.

For Advertisements see pages 59 to 61.

For full and exhaustive particulars about Madeira see Brown's *Madeira and the Canary Islands, a Practical and Complete Guide for the use of Invalids and Tourists.* Sampson Low, & Co., 2s. 6d. (Second Edition).

Those desirous of seeing the town should at once take a bullock *carro* to the MOUNT CHURCH (Nossa Senhora do Monte) telling the driver to follow the Saltos Road (1500 reis = about 6s. 6d. for parties not exceeding three persons). The view from the top is extremely fine and the best way to descend is by running *carro,* a species of sledge guided by a running boy (350 reis or about 1s. 6d. each). Time necessary from 1½ to 2 hours. There are several *Churches,* that best worth seeing being the Sé or Cathedral. A railway is being built up to Mount Church.

Although many of the public buildings are not devoid of merit it is the peculiarities of costume and domestic architecture which will most interest the passer-by. As the streets are all paved with highly polished cobble stones, those who wish to explore the town should wear boots with soft soles, preferably of india-rubber. Whatever may be the season of the year the market place is well supplied with tropical and other fruits, and each passer-by, from the hammock-bearers in their white linen clothes to the peasant in his strange and often grotesque head-gear, excites the attention of those going South even if not for the first time. The public gardens are prettily laid out and if it is not too late in the day the fish as well as the fruit market should be visited. The fame of Madeira as a health resort is now of such ancient date that no more need be said at present on the subject than that the presence of Englishmen of taste and means during so many years has led to the introduction of many luxuries and enjoyments which would otherwise have remained absent.

Teneriffe, population 95000. (Brown's *Madeira and the Canary Islands, a complete and practical Guide for the use of Invalids and Tourists.* Sampson Low, & Co., 2s. 6d. Second Edition.)

In clear weather long before reaching the island the white summit of the celebrated "Peak" 12192 ft., will be seen above the horizon. Little by little the dark mass of which it forms the centre grows in importance until Anaga Point is rounded and the ship runs into smooth water under the razor-backed hills of Anaga of which the weather-worn sides are thickly covered with the pale green tufts of the *euphorbia canariensis.* The great influx of invalids and tourists during the last few years and the new hotels and comforts created by their demands are likely to cause the island to become more and more fashionable as time goes on.

For Advertisements, see pages 27, 81, 84.

Passing the villages of Igueste and San Andres anchor is cast opposite the capital of the province.

Santa Cruz, lat. 28° 28′ long. N, 16° 15′ W, population 20,000, a somewhat densely built town not too well provided with water and giving in consequence an unfavourable impression to those who have no time to travel inland. The town, owing to this disadvantage, has been unable to extend itself as otherwise would have been the case, and has consequently suffered in popularity; Orotava, 27 miles away on the north of the island is the favourite resort of visitors. Santa Cruz however is gradually gaining in reputation for cases of asthma, bronchitis and throat diseases.

Boats for the shore are officially one peseta (ten pence) each way before sunset and double after but bargains should be made. There are no duties affecting passengers or luggage.

Hotels.—Camacho's and the International, both 8s. to 10s. a day;—Spanish, Benigno Ramos, 4s. to 6s. and others.

Owing to the Canary Islands being a free port the conditions are especially favourable for the purchase of cigars, many of which are very good, Florida water, tricopherous and similar essences. The native knick-knacks are few consisting chiefly of flowers made from fishes' scales. Pulled linen is sometimes offered for sale at moderate prices and occasionally Canary knives or small barrels, &c., from Palma can be obtained.

Passengers are landed on a stone jetty which is being lengthened so as to form a harbour where vessels can unload alongside.

The general character of the town is picturesque and pleasing, no other in the Canaries affording a more complete example of the various styles of *patios* (courtyards) and wooden balconies peculiar to this island and Palma, although some isolated specimens elsewhere may be individually more handsome. The *miradors* or view-towers placed on the roofs prevent any uniformity, and the projecting eaves and long wooden gargoyles help to lend shade, effect and depth to the sunny streets and lanes. The two handsomest *patios* are that of the GOBIERNO CIVIL on the Plaza de la Constitucion and that of the well-known house of Messrs. HAMILTON & Co. which was formerly a convent.

The IGLESIA (Church) DE SAN FRANCISCO is the finest. The roof in parts is a good adaptation of the old Moorish style. The CATHEDRAL is a dark poorly-decorated building of no architectural merit whatever, and contains two British Flags in a case, picked up on the beach after the repulse of Nelson who lost his arm on the mole near the landing stage, in 1796.

The *Market Place* (la Plaza) seems to be the chief attraction for those who land; very good oranges can as a rule be bought there.

The pleasantest walk, ride or drive (carriages 7½ pes=6s.; donkeys, 2 pes.) is along the level coast road to the north east of the town which leads toward the Valley Bufadero and San Andres under overhanging cliffs. Some pretty views up the ravines are obtained. The road is still in course of construction. Time necessary 2 hours.

If by chance sufficient time is given, a carriage should be hired to LAGUNA, 1840 feet, the old capital of the island. There and back 3½ to 4 hours. Fare 8s.

About one hour from Laguna along a rough road where carriages can pass in fine weather is a village called Mercedes which, although 3 hours drive from Santa Cruz, is only about 4½ miles as the crow flies. The village lies at the entrance of a most glorious forest of laurels and heather growing respectively to a height of sixty and twenty-five feet. It is well worth visiting if chance allows of the necessary time (6 to 7 hours). Fare, 12s.

It may be mentioned that it was from Teneriffe that the old Malmsey was exported in which the Duke of Clarence was drowned, the vine having been imported from Madeira where it was first planted by Prince Henry of Portugal about the year 1460.

Grand Canary, population 75,000. (Brown's *Madeira and the Canary Islands.* Sampson Low, & Co., 2s. 6d. Second Edition.)

Anchor is cast in the Puerto de la Luz, a new harbour protected by an important breakwater and by the sandy Isthmus joining the promontory known as the Isleta to the mainland. Smooth water is practically secured inside the works, and vessels of considerable size can moor alongside.

Landing charges 1s. each, double after sunset.

There is nothing to see in the harbour itself and a conveyance should be taken to the town, 3½ miles distant. Private carriages to hold six, 4s.; tramway, 1st class, 3d; 2nd class, 2d.

Las Palmas, capital of Grand Canary, population 20,000. Lat. 28° 7′ N., long. 15° 25′ W.

Hotels.—Santa Catalina. Between the port and the town, Santa Catalina, 8s. to 12s. a day;—Metropole, same charges:—in the town, Quiney's, 6s. to 10s.;—Spanish, Europa;—Cuatro Naciones, 5s. to 7s.

For Advertisements, see pages 4, 61.

The most important public building is the CATHEDRAL commenced early in the sixteenth century in the heavy Spanish flamboyant style of architecture and still unfinished. Opposite are the municipal buildings where a MUSEUM on the top floor contains a number of Guanche remains (uncatalogued). There are several churches but none of any great interest.

Las Palmas is probably the most pushing town in the Canaries and the chief street, the Triana, generally presents a busy appearance. The stonework of the principal houses is decidedly good and the Canary quarries would be very valuable if nearer Europe. The railing for instance round the square in front of the cathedral was made by local workmen paid at the rate of about 2s. a day, but the quarries are mere surface scratchings as there is no demand to allow of sinking shafts. The part of the town known as the Santo Espirito is of some architectural merit and the new opera-house is large and well designed; elsewhere with few exceptions, the buildings are decidedly utilitarian.

Near the Opera House is the market where in a good season the most delicious oranges in the world may be purchased. The writer once weighed five oranges taken from a selected basket and found them average 9¾ ounces each. The skins are so thin that

they are difficult to ship and as they are grown up a rough ravine at a place called Telde, some 8 miles away, they seldom arrive at the packing shed uninjured.

There are several drives from Las Palmas, first in order of which is to the Monte, 1½ hours, 10s., or if continued to San Mateo, a beautiful drive, 4½ hours, 16s.;—Arucas, 4 hours, 12s.;—Telde, 3 hours, 10s. (At the Monte, Quiney's Hotel, Bella Vista, 10s.)

Las Palmas itself lies at some little distance from water although the town is well supplied and cultivators are enabled to irrigate all the year round. Passers-by must not imagine however that the country inland is as arid as the slopes immediately around the town. On the Monte road for instance there are many lovely verdant scenes and the ravine known as the Barranco de Tenoya on the Arucas road is strikingly beautiful.

Canary is also famous for its red wine called "Sack" in the time of honest John Falstaff. The island is rapidly growing in favour as a health resort.

Those desirous of purchasing souvenirs will find the Canary knife as used by the peasants both handsome and useful. There is little else of special interest excepting needlework which is sometimes very good.

South of the Canaries the CAPE DE VERDE is occasionally sighted, the islands themselves not being visible. The next point of stoppage is—

St. Helena, lat. 15° 56′ S, long. 5° 42′ W., with an area of 47 square miles and a population of about 4000. The island is of volcanic origin and its surface is rugged in the extreme, the highest point rising 2700 ft. above the sea.

Many fantastic examples of columnar basaltic formation are to be met with throughout the island, the best known being "Lot's Wife" and the "Chimney".

Jamestown, the capital, built in a ravine is strongly fortified and the roadstead affords good anchorage. The road from the town leads up to the interior plateau, where Longwood, Napoleon's residence from 1816 to 1821 is situated.

The climate is extremely healthy, the maximum of the thermometer at sea level being 84° and the minimum 57°. The rainfall averages about 35 inches.

Ascension Island, 760 miles N.W. of St. Helena, is only visited on the homeward voyage.

The island has an area of 38 square miles, and the climate is dry and salubrious. It is only important as a coaling station, the population being solely occupied in the victualling and coaling yards. The island is rated as a man-of-war and governed by a naval officer. Large numbers of sea turtle are obtained here in the season.

Cape Town, 1695 miles beyond St. Helena, is the first port of call on the African Coast.

Coast Service.

The Coast Service is performed principally by the two Mail lines, the large ocean-going vessels calling at Port Elizabeth, East London and Durban, and a smaller fleet at Mossel Bay, the Knysna and the East Coast ports (for rates, &c., see page 4). The Clan, Natal and Aberdeen Direct Lines or their connections touch at most of the same ports, but not so regularly. When possible it is much better to take the large boats as the sea in these parts is seldom calm enough to render travelling in a small ship pleasant. Cape Town is the only harbour in British South Africa where the largest steamers can lie alongside the wharf; in every other instance passengers are landed and conveyed on board by tugs into which they are sometimes lowered by means of a large basket. At Durban vessels drawing 17ft. of water and at East London ships of 4000 tons can enter. At Knysna boats which can cross the bar can also reach the wharf, whilst at Delagoa Bay and at Beira vessels lie in smooth water.

Note—Passengers are landed free of charge at their destination, but must go on board at their own expense.

Clothing.

There are good shops in all the towns and it is unnecessary to carry much luggage. The clothing worn is much the same as in England but somewhat lighter and the stove-pipe hat never appears to have become thoroughly acclimatised.

Over one hundred years ago Cape Town won for itself the name of "Little Paris" and the ladies of to-day certainly do their best by their elaborate toilettes to uphold its reputation.

An erroneous idea prevails with many people that cold weather is never experienced in South Africa. Although there is nothing approaching the severity of an English winter yet on the high table-lands frost is frequent and the mountain ranges are often covered with snow. The cold is sometimes bitterly felt when travelling in winter from the

returning to the point from which he started at the end of two hours. The square is supposed to measure rather more than three miles each way, which allows about 10 sq. miles or 3000 morgens to the farm. Any natural tendency to the undue use of whip and spur is met by a prospective tax on any excess land beaconed off, which seems to have been fairly effective, but history has yet to record an instance of the "poor simple-minded" Boer pegging out on too small a scale.

Accommodation.

Hotels. When away from the larger cities travellers in South Africa have never asked for luxury and very few hotels have offered it to them. Rough and ready manners and a liberal but coarse bill of fare were, until recently, considered rather the correct thing in this extremely republican country. The example set by the steamships and by most of the hotels in the leading towns is however rapidly effecting a great change, and the growing influx of pleasure and health seekers is compelling the landlords to think more of their guests and less of their bar. In most of the chief inland resorts special quarters have been provided for this new class and there is no doubt that the old-fashioned landlord must at once change his ways or be cut out by his more enterprising competitors. The large centres, in some instances are very well provided and there are few towns at home of the same size that could compete with them in this particular. In the country districts of **Cape Colony, Natal** and the **Free State,** however small the village the traveller will find at least one inn where in the great majority of cases he will meet with comfortable and cleanly quarters.

In the **Transvaal,** Johannesburg, Pretoria, Potchefstroom, Klerksdorp, &c., are all provided with commodious hotels and good inns are to be found along the old established coach routes. Meat of an inferior quality is abundant, but vegetables and fruit are always dear and from time to time fetch fabulous prices. In the small villages and particularly

at the remote coach outspans matters are worse. The hotels are almost always of corrugated iron, frequently not even lined, and a bed is a luxury not always obtainable. In the more remote districts resource must be often had to the Dutch farmers who are generally, but not always, willing to supply the best food and sleeping accommodation they have to offer for a fair remuneration (forage for the cattle about 1s. a bundle).

In the information furnished on the various towns a list of the principal hotels is always given. Speaking in a general way the charges are fairly moderate and so uniform that it is quite unnecessary to affix them in each instance to the name of the hotel although this has been done where it has seemed to be of any advantage. In all cases the prices are inclusive of lights and attendance and no gratuities are expected except for special services.

Hotel Tariffs.

Cape Colony, Natal and O. Free State.

In the large towns the principal hotels charge 10s. and in a few cases (specified) 12s. 6d. per day; smaller hotels, 6s. to 8s. 6d. In the small villages the charge is 6s. to 8s. 6d.

When a protracted stay is made in one place a reduction of charges can always be obtained, the usual terms per week for first class hotels being £3, and for less pretentious establishments £2 2s., whilst a still further reduction will generally be made for the month. When staying five days in a place it is usually cheaper to book at once for a week.

The Transvaal.

Charges are about 25% higher, *viz.*, for the large hotels, 12s. 6d. and in one or two instances 15s. to 20s.; smaller hotels, 10s. 6d. to 11s. 6d.

In all parts of South Africa **boarding houses** are to be found in the large towns charging from £5 to £7 10s. a month or 25s. per week upwards.

CAPE COLONY. POSTAL AND TELEGRAPH REGULATIONS.

	Letters per ½ oz.	N'papers per 4 oz.	Book and Sample Post.	Parcel Post.	Money Orders.	Telegrams.
Within the limits of the Cape Colony and O. Free State, except for money orders	1d.	½d.	1d. per 2 oz. (1 oz. ½d.) Limit weight 5 lbs. ,, size 24″ × 9″ × 6″	2d. per ½ lb., 8d. per lb., and 8d. per additional lb. or fract. of a lb. Limit—7 lbs., length 3′ 6″, or girth & leng. 6′	Not exceeding £1 (3d.), £5 (1s.), £10 (2s.)	1s. per 10 words; every addit. 5 words 6d.
Natal, O. Free State, Transvaal, Bechuanaland	2d.	½d.	Do.	Do.	£2 (9d.), £5 (1s.6d.), £10 (3s.)	Do.
Mashonaland	4d.	1d.	1d. 1 oz.; 2d. 2 oz.; 3d. 4 oz. and fractions. Limits same.	4 oz. 11d.; 8 oz. 1s. 2d.; 12 oz. 1s. 5d.; 1 lb. 1s. 8d. and fractions. Limits same.		10 words 3s. 6d., then 3d. per word.
United Kingdom	2½d.	1d.	3d. per 4 oz.—limits, books 4 lbs., samples 5 lbs.	From C. Town 9d. per lb., and 9d. addit. fractions; other offices 1s. per lb., &c. Limits—11 lbs. girth and length 6′	Do.	8s. 11d. per word
Postal Union	3d.	2d.	2d. per 2 oz.—limits, books 4 lbs., samples 8 to 12 oz.	From C. Town 1s. 6d. per lb.; other offices 3d. ext. Limit from 6½ to 11 lbs.	Do., plus a deduc. on arrival of—under £2 (3d.), under £10 (1s.)	8s. 7d. to 9s. 4d. per word

Natal P. and T. Regulations are almost identical except that Books and Samples go all over South Africa (except Mashonaland) at 2 oz. for ½d. (minimum foreign rate 2½d). Limit of size and weight of parcels differs in some cases. Newspapers to the Transvaal and Postal Union are 2 oz for ½d. Letters between the two Colonies are 2d. per ½ oz.

TRANSVAAL AND ORANGE FREE STATE.

	Letters per ½ oz.	N'papers per 4 oz.	Book and Sample Post.	Parcel Post.	Money Orders.	Telegrams.
Within limits of any town	1d.	½d.	½d. per oz.—limit 3′ long × 1′ 6″ wide		Within Rep. or between Rep. and Natal, £1 (3d.), £5 (1s.), £10 (2s.)	1s. for 10 words; every addit. 5 words 6d.
All other parts of S. Africa except Mashonaland	2d.	½d.	Do.	3d. per 4 oz. and fractions. Limit—3′ × 1′ 6″	To F. State and C. Colony, £2 (9d.), £5 (1s. 6d.), £10 (3s.)	Do.
United Kingdom	2½d.	1d.	3d. for 4 oz.	1s. 3d. per lb.	£2 (1s. 6d.), £5 (2s.3d.), £10 (4s.)	9s. 2d. per word
Continent of Europe	4d.	2d.	4d. per 4 oz.; 2d. per 2 oz. additional	Rather more	£2 (1s. 6d.), £5 2s.3d.), £10 (4s.), plus deduc. as under C. Colony	As in the Colon'l list, plus the overl'd charge

Newspapers in the Orange Free State may be posted free of charge.

Note.—There are several firms, having agencies in all the principal towns of South Africa, who undertake the delivery of parcels, &c., with this decided advantage, that all charges, including duty, &c., can be paid at once by the sender. (See Index of Advertisers, Parcels and Forwarding Agents.)

Language.

English is spoken over the greater part of the civilised portions of South Africa, and only in the remote country districts among the Boer farmers can Dutch be said to have held its own as the national language.

In the western portions of Cape Colony the country people are mainly Dutch but it is rare to find a man who is unable to speak the two languages. Further east the influx of the English settlers of 1820 has turned the scale and in Port Elizabeth there is not even a Dutch church.

In Natal Dutch is seldom heard and English is the only language spoken in Government circles, whereas in Cape Colony members may address the House of Assembly in their mother tongue.

In the Transvaal English is not recognised in any form and may not be spoken in Government offices. The whole trade of that country, however, with a few trifling exceptions, is in the hands of the English-speaking population, and even in Pretoria very little Dutch is heard except in Government circles and on the market square.

This so-called **"Dutch,"** is a very rude *patois* of the language spoken in Holland, this last being here generally termed "high Dutch." Cape Dutch can only be learned from actual intercourse with the Boers as it cannot be said to have any grammar; no distinctions are made as to genders and adjectives are not inflected. The negative is always doubled, perhaps a bastard form of the French "ne—pas".

Strong efforts have been made by the patriotic party among the Boers to obtain the recognition of this dialect as the national language of South Africa, but with its paucity of vocabulary and other inherent defects it is impossible that it should hold its own against the English and its total extinction can only be a question of a few generations. Very little printed matter exists beyond a few newspapers and ballads, Government documents being written almost exclusively in "high Dutch".

Most of the newspapers published throughout the country

are in English and the following figures amply demonstrate the ascendancy of that language.

Newspapers published in—

The Colony . .	English	64	Dutch	7
Bechuanaland . .	„	2	„	0
Natal . . .	„	7	„	0
Orange Free State .	„	2	„	1
Transvaal . . .	„	19	„	3
Total . .	„	94	„	11

The **native languages** are of far greater interest to the philologist. These appear to fall into three sections, the Bantu, Hottentot and Bushman.

Bantu is by far the most widely spread and includes the Zulu proper and all affiliated dialects. It has great power of expression and the abundant vowel terminations render it highly euphonious. There are three varieties of clicks, expressed in writing by c, q and x, which can seldom be acquired by an adult. It is mainly inflected by prefixes.

The **Hottentot** language was formerly in much more general use than it is to-day. Situated as the Hottentots were in the western portions of the Colony they came more directly under the influence of the Dutch settlers, with the result that the Boer *patois* in the course of generations has all but annihilated their own language which is now spoken by only a few wandering tribes. The Hottentot tongue abounds in clicks, far more so than the Bantu. It is however more highly developed, possessing three numbers, singular, dual and plural and is mainly inflected by affixes.

The **Bushman** language appears to be a collection of clicks modified by grunts, these last, absent in the other South African dialects, being said to bear a wonderful resemblance to the different cries of the baboon. The plurals of nouns are frequently formed by reduplication and it is stated that no numeral higher than three exists.

The only branch of the above languages that the ordinary visitor is likely to come into contact with is the so-called **"Kitchen Kaffir,"** closely allied to the Zulu, which is spoken by the mixed native servants of Natal. This appears to be picked up without much difficulty by Europeans residing in the country.

Vocabulary.

The following Dutch words are in general use throughout the country either in conversation or combined to form names of places and many will be constantly met with even among English speaking communities.

Berg, - -	mountain.
Boschveld, -	open plain covered with bush.
Daal, - -	valley.
Dorp, - -	town, village.
Drift, - -	ford.
Fontein, - -	spring.
Inspan, - -	to harness, to start.
Karroo - -	Hottentot for a dry place in which sense it is sometimes used in this book.
Kloof, - -	ravine, valley.
Kop, Kopje, -	hill.
Krantz, - -	cliff, precipice.
Poort, - -	opening between mountains.
Sluit, - -	ditch, gutter, stream.
Stad, - -	town, village.
Stoep, - -	platform in front of house.
Trek, - -	journey or distance travelled.
Veld, - -	an open plain.
Vlei, - - -	hollow filled with water in rainy season.
Uitspan, - -	to unharness, to halt.

The best Grammar is "Effler's Dutch Grammar" which contains many Cape idiomatic phrases but is of little service. Fluency in speaking can only be attained by actual intercourse with the Boers.

Rent, &c.

Living is fairly cheap in **Cape Colony** and **Natal,** house rent being the most expensive item, but this of course varies very considerably in different localities, though it may be taken as fairly accurate that a cottage of five or six rooms will cost £5 per month in any of the large colonial towns. The **Transvaal** at present is in a state of transition and rents vary from day to day. They have recently fallen considerably in all the large centres, but may still be taken as about double the colonial charges.

A labourer's cottage with four rooms would range from £2 to £4 10s. per month.

Domestic Servants and Labourers.

The standing grievance, as at home, is with servants whose number is unfortunately below the demand and their consequent independence is not conducive to the comfort of the householder. The majority of servants in **Cape Colony** are coloured women, neither very trustworthy nor accomplished and with an absolutely stoical disregard for cleanliness in any shape or form. Their wages vary from 10s. to 25s. per month. A better class are the St. Helena natives who can be obtained by application to the Government agent on payment of a small sum towards their passage money. In **Natal** the house-servants are usually of Indian or Zulu origin, and women are seldom met with, a condition of affairs with obvious disadvantages. In the **Free State** and **Transvaal** the servants are nearly always natives, ignorant and dirty but more inclined to work than in countries more philanthropically governed.

White servants are obtainable but their wages are very high and being in demand, they seldom stay long in one place. A family coming from England with the intention of staying any length of time would do well to bring at least one good servant with them.

Coloured agricultural labourers, who are most unsatisfactory, are fed and receive from 10s. to 15s. a month. In the neighbourhood of mines or Government works labour is

scarce and wages higher. For imported Indian labour in Natal see page 74.

White Labour.—Of all classes in South Africa the skilled artisan is best off. The constant building, opening up of mines, &c., which is going on find them employment at wages varying from 9s. to 17s. 6d. per day, or sometimes more, according to locality. The labourer earns from 5s. to 10s. per day but is never employed on farms or where black men can take his place except occasionally in Natal. Any sober man who is willing to work is almost sure to do well sooner or later. It is to be hoped that more encouragement to the yeoman class of British emigrants will be offered by Government in the future than is the case at present.

Railways.

Prior to the end of 1890 the railways of South Africa were confined to the English Colonies excepting only a short line from Delagoa Bay in Portuguese territory. At four points the railways terminated almost on the boundary lines of the Dutch Republics which for several years proved an impassable barrier to further advance. This prejudice against the iron horse has however been overcome, and a reaction has set in amounting almost to a railway mania which promises in a few years to cover the Republics with a net-work of rails.

The present **Cape Colony** system is divided into three sections, the Western, Midland and Eastern.

THE WESTERN SECTION consists of a line from Cape Town to Vrijburg, 774 miles, with short branch lines to Malmsbury, Stellenbosch, Simons Town and Sir Lowry's Pass. It is connected with the Midland Section by a line from De Aar to Naauwpoort Junction, 69 miles long, and is rapidly advancing northward from Vrijburg, *viâ* Mafeking, towards the Chartered Company's territory.

THE MIDLAND SECTION consists of a line from Port Elizabeth to Norvals Pont on the Free State Frontier, 328 miles long, a branch line to Grahamstown, 35 miles long and another to Graaf Reinet 177 miles. It includes under a

working management the new Orange Free State trunk line and is connected with the Eastern Section by a line from Middleburg Road to Stormberg, 11 miles north of Molteno, 83 miles long.

THE EASTERN SECTION runs from the port of East London to Aliwal North, 280 miles, with a branch line to King Williams Town, 10 miles, and is connected with the Orange Free State trunk line by a line from Albert Junction, 3 miles north of Burghersdorp, to Springfontein, 67 miles long.

All the above lines amounting to over 1800 miles are Government property, and are constructed on the 3′ 6″ gauge.

Private Railways.

There are several private lines. The largest from Port Nolloth to O'okiep (Namaqualand) nearly 100 miles long, has been built by private enterprise to facilitate the transport of copper ore to the coast. This is the only line in the country on the 2′ 6″ gauge.

The **Central Railway** runs from Worcester to Ashton, 42 miles, and in the future will, it is to be hoped, form part of an important line through the fertile coast provinces.

Another private line is the **Kowie** from Grahamstown to Port Alfred 43 miles.

There is also a small railway running between Cape Town and Sea Point.

Natal.

A line runs from Durban to Charlestown on the border of the Transvaal with branch lines to Verulam, 19 miles, and Isipingo, 11 miles on the coast. From Ladysmith Junction rails have been laid over the Drakensberg Mountains to Harrismith in the Free State, 60 miles, which will eventually meet the Bloemfontein-Vaal trunk line near Kronstad. From Glencoe Junction a line, 7½ miles long, runs to the Dundee Coal Fields. The main line running through Pietermaritzburg to Charlestown is 304 miles long. The

hilly nature of the country has necessitated the almost continuous use of heavy gradients and sharp curves, only 47 miles being on the level. The northern terminus is 5386 feet above sea level, but owing to the undulating nature of the country a rise of no less than 13,350 feet has to be negotiated between Durban and that point, equal to a continuous ascending gradient of 1 in 120.

At the close of 1892 there were 406½ miles open and it cannot be long before Charlestown is connected with Pretoria, &c.

Orange Free State.

The trunk line connecting Cape Town with Johannesburg and working in connection with the Cape Colony railways crosses the Orange River and enters the Free State at Norvals Pont, and runs through Bloemfontein, 121 miles, to Viljoens Drift on the Vaal River where it connects with the Transvaal system. A branch line from Springfontein to Albert Junction, 67 miles long, also connects it with the East London system *viâ* Bethulie.

Another line from Harrismith is mentioned above under heading of Natal.

The Transvaal.

A line from Pretoria, 36 miles long, joins the Boksburg branch at Germiston, 11 miles east of Johannesburg, and has been completed as far as Viljoens Drift on the Vaal where it meets the Orange Free State trunk line running *viâ* Bloemfontein to Cape Town. The Boksburg branch runs from Boksburg through Germiston (Elandsfontein Junction), along the main reef to Johannesburg and on to Krugersdorp, a total length of 36 miles.

Another railway is in course of construction from Pretoria, *viâ* Middelburg to Komati Poort, 296 miles, where it connects with the Lorenzo Marques (Delagoa Bay) line, 56 miles long. There will be branches running to Barberton and Leydsdorp. The first will be 40 miles long and will join the main line 45 west of Komati Poort. The second

will run from Komati itself straight for the low country gold fields and the Zoutpansberg Mountains. The main line passes for a short distance through difficult country and in one place will reach a gradient of 1 in 20 necessitating a rackwork arrangement for heavy trains. The estimated cost, £5422 per mile, is exceptionally heavy for South Africa.

Later on Pretoria will be connected with Natal *viâ* Heidelberg, Standerton and Charlestown, and with Mashonaland *viâ* Pietersburg and Fort Tuli.

Portuguese Territory.

A line 56 miles long from Lorenzo Marques to Komati Poort, built by British capitalists, is now worked by the Portuguese Government.

Another railway, also built by British capital, runs from Fontesvilla on the Pungwe River, 45 miles above Beira, to Chemoyo, a distance of 85 miles, Guage, 2′ 6″.

Chartered Company's Territory (Mashonaland, &c.)

The above mentioned railway from the Pungwe River is intended to find a temporary terminus at Massikessi, which is on the high veldt and where it joins the metalled high road to Umtali, Fort Salisbury, &c.

Railway Regulations.

Cape Colony.

Fares, with a few exceptions, are charged at the rate of 3d., 2d., and 1d. per mile for first, second, and third class respectively. Reductions are made on tickets for most of the long distance journeys. Considerable reductions are also made on the Wynberg suburban line.

Return tickets are charged at one and a half times the single fare.

Return tickets from stations north of De Aar or Colesberg to Cape Town are available to Port Elizabeth on the homeward journey.

Children under 3 years old are free if accompanied by other passengers. Between 3 and 12 they travel half price.

Ordinary tickets are available for the following periods :—

	Single.		Return.	
Under 24 miles, - -	1 day	Sundays excepted.	2 days	Exclusive of days of issue and arrival.
24 miles to 100 miles,	3 „		6 „	
101 miles to 350 miles,	6 „		14 „	
Over 350 miles, - -	8 „		1 Calendar month.	
Over 450 miles,			3 Calendar months.	

Passengers holding single or return tickets for distances over 20 miles may break their journey at intermediate stations.

Parties of four persons or more holding first-class tickets may secure a reserved compartment for their exclusive use on application to the Station Master.

Luggage. Each passenger is allowed to carry free with a 1st class ticket, 100 lbs.; 2nd class, 50 lbs.; 3rd class, 25 lbs. Children over 3 and under 12 are allowed half this amount.

Extra luggage is charged as follows :—

1-25 miles, - - - -	¼d. per lb.
26-50 „ - - - -	½d. „
50-100 „ - - - -	¾d. „

For every 100 miles or part of 100 miles beyond the first 100 up to 900, ¼d. per lb. additional, after which a uniform rate of 3d. per lb. is charged.

Tourists' circular tickets are issued at £15. 1st class, and £10. 2nd class, as follows :—

(1) From Cape Town to Kimberley, Colesberg, Grahamstown, Port Elizabeth, and Graaf Reinet and back, or the same round can be made starting from and returning to any one of the said stations.

(2) A more extended town, which includes all the Government lines in Cape Colony and the Free State costs £25 10s. 1st class, and £17. 2nd class.

These tickets entitle their holders to break their journey

at any intermediate station but do not allow of travelling more than once in the same direction over any portion of the line. They are available for three months from date of issue.

In consulting railway time tables it must be borne in mind that on the whole Cape railway system (including the Bloemfontein-Pretoria trunk line), Cape mean time is kept namely, 22½° E. of Greenwich. The Natal railways reckon from Durban time.

At mid-day, Cape Town, the local time at the following places will be :—

Beaufort West, - -	12·17	Kimberley, - - -	12·25
Vrijburg, - - - -	12·25	Bloemfontein, - -	12·32
Port Elizabeth, - -	12·29	Grahamstown, - -	12·32½
Graaf Reinet, - - -	12·25	King Williams T'n,	12·36
East London, - - -	12·38	Pretoria, - - -	12·41
Durban, - - - -	12·50	Delagoa Bay, - -	12·57

Halts are made at various stations on the road for refreshment, but the mail trains are provided with dining room cars. Meals 2s. 6d. each.

The **Natal** railways are managed on similar lines, the basis of fares and luggage allowance being the same. Return tickets are charged one and a half times the single fare, and extend over three months irrespective of distance. No 3rd class return tickets are issued.

Passengers on night trains can obtain tickets entitling them to sleeping accommodation on payment of 5s. extra.

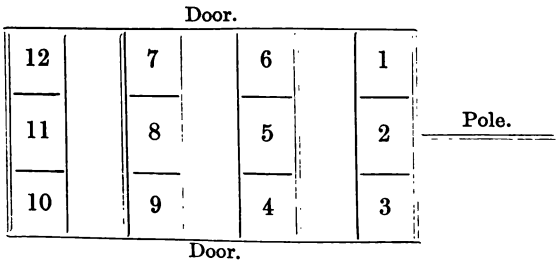
The Transvaal railway regulations are the same except that the fares are 3d., $2\frac{4}{10}$d., and $1\frac{4}{10}$d. per mile, and that children between 3 and 12 pay the fare of the class below that they travel in. On local trains 50 lbs. of luggage is allowed to all classes. (Cape mean time.)

Passenger Coaches.

The railways have replaced the coaching lines in Cape Colony and Natal, and the cross-country traveller must either hire his own cart, which will cost him about 40s. per

day, or trust to the mail carts which charge about 6d. per mile. In the latter case the journey is generally a rough one as no special accommodation is provided for passengers who have to take their chance with the mail bags. If a party of two or three are travelling together a private conveyance will not prove more expensive.

In the Dutch Republics, and more particularly in the Transvaal, the enormous passenger traffic and want of railways have called forth some splendidly appointed coach services between the principal centres; unfortunately however the roads are not equally good. The conveyances usually employed are the American saloon coaches slung on leather straps, carrying 12 inside and 6 or 8 outside, with teams of 10 horses or mules. The numbering of the seats on these coaches is as follows:—



Nos. 7 to 12 face the horses; the others face the back of the coach; the most comfortable seats being 1 to 3 and 10 to 12, as the others have no back beyond a leather strap. It is always advisable if possible to book beforehand, particularly if two or three seats are required together.

Where American coaches are not used they are replaced by Cape carts, a high, two wheeled spring vehicle in universal use throughout South Africa.

In fine weather when the roads are in good condition a coach journey may be very enjoyable, but in bad weather capsizes are unpleasantly frequent and occasionally a coach

with its freight of passengers will stick in the mud for many hours. Teams are changed every ten to fifteen miles, and some idea may be inferred of the number of horses and mules kept at the different stations from the fact that frequently four or five coaches will require fresh teams at one place during the day. The rate of travelling including stoppages is not much more than six miles per hour.

Fares are very high, ranging from 9d. to 1s. per mile. The allowance of luggage per passenger varies from 25 to 40 pounds and every additional pound weight is charged 6d. to 1s. 6d. extra according to the distance traversed—whilst, if the mail should happen to be heavy, baggage is frequently shut out.

All the chief coach routes are excellently equipped and managed and absolute confidence can be placed in the transport riders in charge of the heavy waggons.

It is unusual to give any reduction on return tickets.

For Advertisements, see pp. 35, 76.

Cape Wines.

The native wines are produced chiefly in the western provinces where the vine was introduced in 1653. The most prolific districts are Worcester, Robertson, Montagu, Ladismith and Oudtshoorn which are traversed by a bed of ferruginous marl known as the Kalkbank. The vine produces here with an abundance unknown in any other part of the world. On some farms over 600 gallons of wine are produced from 1000 vines and the average yield for the district is about 380 gallons per 1000 vines or nearly ten times that of the French vineyards. Unless procured from trustworthy sources the character of the wine leaves very much to be desired, the principal defects arising from faulty storage and excessive additions of brandy. In former days "Cape" wines were highly prized and the cool heavily thatched wine stores still seen on some of the oldest farms are much more adapted to the climate than the flimsier constructions of the present day. At the commencement of the century it is stated that a tax of so many leaguers was

levied on the farmers for the use of the king, but the short-sighted wine-growers complained against the injustice of this tribute which consequently was remitted, with the result that the wine disappeared from the royal table and speedily dropped out of fashion.

The best known varieties are pontac, sherry, hermitage, and hock. The first is a dark wine, both sweet and dry, somewhat similar to a rough port; hermitage resembles claret. A good table wine costs about 6d. a bottle in Cape Town and 1s. to 1s. 6d. in the Transvaal.

Cape Brandy as distilled is an excellent spirit but the cheaper qualities generally termed "Cape Smoke" are fearfully impure. It is at present free of excise and the best quality costs about 7s. 6d. per gallon.

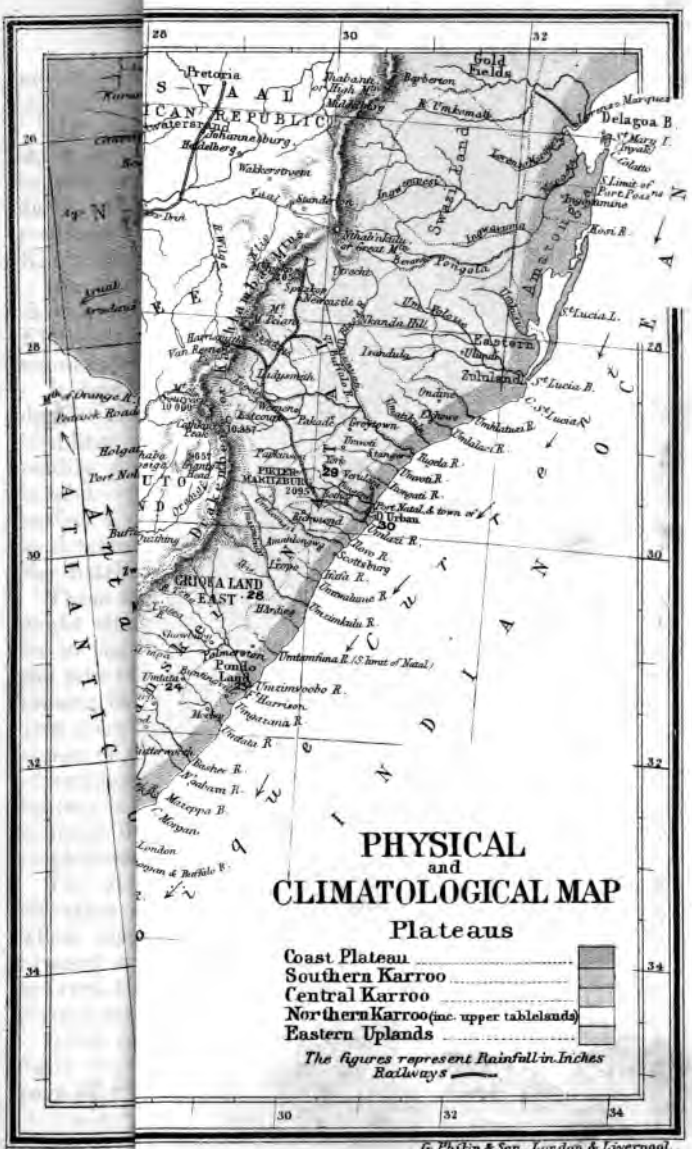
Notes upon the Climate, Topography, and Resources of South Africa for the Guidance of both Invalids and Settlers.

Invalids are here referred to the remarks in the Preface.

Much has been written of late years on the subject of South Africa as a health resort and a considerable amount of information, still far from complete, has been tabulated on the various climatic influences ruling in different parts of the country.

The CAPE OFFICIAL HANDBOOK of 1893 contains several valuable articles on this subject contributed by medical men who have resided for many years in the districts on which they write, and another important paper on the same was read before the Colonial Institute by Dr. Symes Thompson on 13th November, 1888, which is printed in full in the Minutes of the proceedings of the Institute for that year. Another work is "Das Klimat des Süd-Afrikas" by Dr. Dove.

It is not contemplated at present to give more than a passing glance at the climate of the territories to the north of the Colony and the Transvaal, for although in many parts everything that can be desired, the present undeveloped state of the country and the absence of even the



Specially pre

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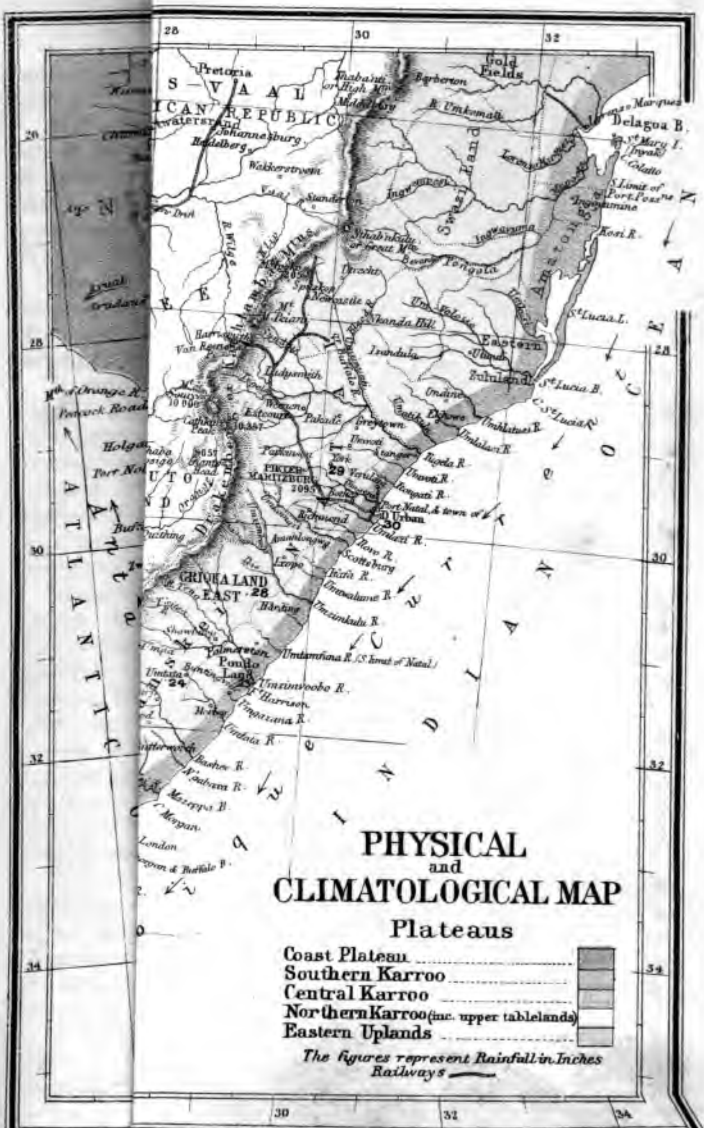
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Specially pre[...] G. Philip & Son, London & Liverpool.

necessities of civilised life render these regions quite unsuitable to the weak, and sufficiently trying to the strong.

Meteorological records are not very extensive but they show, as might be expected, a far more equable temperature in the coast districts than on the upper plains, the mean daily range for the year between maximum and minimum readings for the former being only 15½°, whereas at Kimberley and Bloemfontein it is nearly double.

On the coast (with the exception of Durban) the mean maximum for the month seldom reaches 80°, whilst in Kimberley it frequently exceeds 90° although the mean annual temperature in both cases is 63°.

It has been sought by means of diagrams and maps to depict the climatic zones at a glance, with the view of enabling those ignorant of South African geography to readily distinguish the places most suitable either to the invalid visiting the country for a short time in order to perfect a cure, or to a settler whose ultimate location may be determined by the natural and atmospherical features of the district.

These last points are fully considered because there is no doubt that however well or badly suited South Africa may be to the ordinary emigrant leaving his country solely for the sake of earning a livelihood, it does in very many respects present the most undeniable advantages, perhaps unobtainable elsewhere, to those forced to leave Northern Europe by reason of physical weakness who are yet under the necessity of earning their own living. These advantages are offered by very few health resorts where generally the exile is forced to live a life of inactivity and where it is impossible to find employment either in mercantile or agricultural pursuits.

The diversity of climate and rainfall consequent upon elevation allows of so many different occupations that one, whose health may not permit of his raising sheep on the exposed uplands of the Karroo, has a great variety of choice between that and growing, for instance, tea or sugar on the Natal coast.

Other considerations bearing on the same subject will be dealt with in the article upon "Immigration". (See page 67.)

CAPE COLONY.

The first point to which our attention is called says Dr. Symes Thompson is "*that* CAPE TOWN, *distant about* 34 *from the Equator, has a mean annual temperature of about* 63° *corresponding to that of Naples, Nice, and the Riviera in from* 41° *to* 43° *north,*" which shows at once that the South African climate is far more temperate than that of countries in the same latitude north of the line.

This is undoubtedly due mainly to the great extent of ocean to the south of the continent, which permits of the prevailing summer winds from the south-east passing direct to the land from the cool regions of the Antarctic Seas.

The influence of the currents is another important factor, Cape Town and the west coast being swept by the cold Antarctic current, whereas the whole of the south coast, including even Simons Town, is washed by the warm Mozambique current from the Indian Ocean, occasioning a difference of sea temperature of 5° F. between Cape Town and Simons Town, distant only 20 miles from one another and a similar difference between their mean minimum temperatures. Proceeding eastward a gradual increase of temperature is also noticeable in the coast towns, the mean of Durban being 8° above that of Cape Town.

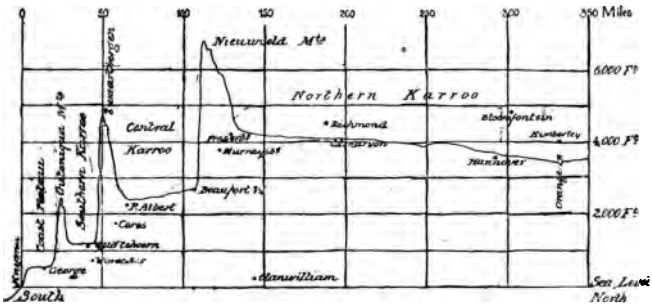
Further inland the climatic conditions of the coast are speedily modified by great increase of elevation.

South Africa has been compared to the half of an inverted saucer but rather resembles an irregular flight of four steps. The following section taken through the centre of the Colony from the Knysna to the Orange River will well illustrate this. The second diagram illustrates the ill defined nature of the plateaus in the eastern provinces spoken of under the title of "Eastern Uplands," page 42. Reference should here be made to Map No. 2, which will prove a key to the arrangement of the following articles. The Orange Free State, the Transvaal, Bechuanaland, the Chartered Company's Territory and Namaqualand, have each their own heading.

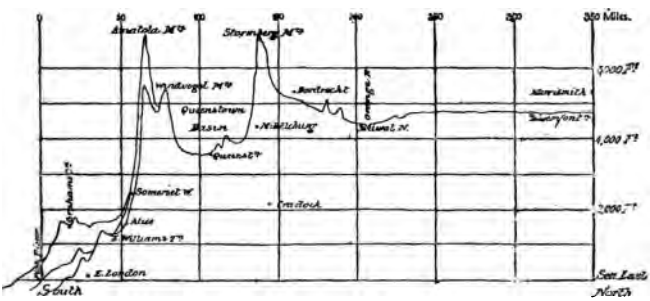
It is especially called to the attention of European visitors that the seasons are reversed in the Southern Hemisphere.

Thus, Summer is from October to March and Winter from April to September. It must also be constantly born in mind that to the east of longitude 23° E. or thereabouts the rain falls during the South African summer, whilst on the west of it the rain falls during the winter.

Section from Knysna through Beaufort W to the Orange River



Section due North from the Mouth of the Fish River through Aliwal North.



The Coast Plateau.

The Coast Plateau, forming the first step is of irregular width, varying from a few miles to 50, and averaging about 600 ft. in height.

The plateau adjoining the West Coast is bounded eastward

by the irregular mountains of Namaqualand and by the Olifant and Drachenstein Ranges. The south coast plateau, of far more importance, is divided from the highlands of the Southern Karroo by the Zondereinde, Lange Bergen, Outeniqua and Lange Kloof Mountains. Further eastward the plateau loses its former well defined character and in some instances, where the base of the mountains is almost washed by the sea, can scarcely be said to exist. The intermediate plateaus of the Southern and Central Karroos are also replaced by confined ranges of mountains and hills connected by long swelling uplands peculiar to this part of the country. See "Eastern Uplands," page 42.

The more tropical region of Natal is treated separately on page 46.

The chief characteristics of the Coast Plateau are warmth and moisture, the greatest **rainfall** in South Africa being experienced on Table Mountain itself, where it ranges from 54 to 78 inches per annum. The average of the whole of the Cape Peninsular is 40″, most of it falling on the eastern side of Table Mountain, but it varies very considerably in places only a few miles distant; thus in 1888 the rainfall at Bishopscourt was 82½″ and at the Town Hall, Cape Town, 5 miles away 29½″.

Immediately to the east of Cape Town and as far as the Knysna there is a decrease to 15-20 inches. The well wooded Knysna itself is the best watered district of South Africa with an average rainfall of 40 inches.

Leaving the forest region the Port Elizabeth rainfall is 21″, but a further rise occurs in the forest clad slopes of the Kaffrarian coastlands, the rainfall at St. John's for 1888 being 53″; while at Durban the average for 10 years has been about 30″.

The distribution of the rainfall varies considerably in different seasons, by far the greater part on the coast of Cape Colony falling during the winter months from April to September. This is particularly the case in the west when the summer winds from the south-east probably lose a great part of their moisture before reaching the land by contact with the cold Antarctic current. The three hottest months, January, February, and March, are almost rainless at Cape

Town, whereas on the south coast the average for the same three months is two inches.

The coast lands farther east are however different, Durban, St. John's, &c., receive most rain in the summer, that is to say during the same period when the rains are expected in Kimberley, the Transvaal, and the Orange Free State, the winters being as a general rule dry and clear.

The percentage of humidity in the coast district of Cape Colony averages 75 per cent. in the summer and 81 per cent. in the winter months.

Although this coast climate is not well adapted to cases of advanced phthisis it is still an exceedingly pleasant and healthy one, and many individuals suffering from bronchial affections or with the hereditary taint of consumption in their blood enjoy here a degree of health absolutely unknown in England.

The principal towns in this district are: On the coast, CAPE TOWN, MOSSEL BAY, KNYSNA, PORT ELIZABETH, PORT ALFRED, EAST LONDON, and DURBAN; inland, MALMESBURY (363 ft.), WELLINGTON (324 ft.), PAARL (405 ft.), STELLENBOSCH (364 ft.), CALEDON (800 ft.), SWELLENDAM (500 ft.), RIVERSDALE (200 ft.), GEORGE (620 ft.), HUMANSDORP (360 ft.) and UITENHAGE (170 ft).

Further details should be looked for under the headings of the respective towns.

Southern Karroo *(and the Warm Bokkeveld).*

North of the coast plateau the ground rises more or less abruptly to the second plateau—which may be regarded as lying between the Zwaartbergen and the coast range. To the west the rise is gradual through the fertile Goudini Valley where WORCESTER (780 ft.) MONTAGU (750 ft.) and ROBERTSON (600 ft.) are situated. Further eastward the vegetation and climate partake more of the Karroo character, the Oudtshoorn valley and the many kloofs to the east being generally known as the Southern Karroo.

The towns in this district are LADISMITH (1860 ft.), OUDTSHOORN (1090 ft.) and UNIONDALE (2200 ft.). In the eastern districts the plateau is not so well marked.

In comparing the Southern Karroo climate with that of the coast lands a very great alteration is noticeable. The rainfall except in the mountain slopes is much less and the range of temperature is somewhat greater.

After leaving the rich Goudini valley the scenery rapidly changes to bare uninteresting veld, traversed by deep gullies which in summer are generally dry. In all directions the landscape is bounded by equally barren-looking mountains whose steep, rocky sides appear from a distance to be entirely destitute of vegetation. Nothing can exceed the contrast between this scenery and that on the opposite slopes of the coast ranges, where the traveller from the south, after ascending through luxuriant vegetation, frequently clothed in mist, emerges suddenly into a region of precipices and rocks, where rain may not have fallen for weeks.

The soil in the valleys, however, in spite of their unpromising appearance, is extremely rich when it can be brought under irrigation.

Not very far from Worcester, the beautiful MITCHELL'S PASS leads up to a small plateau known as the WARM BOKKEVELD, on which stands the village of CERES (1700 ft. above sea level) which may be regarded as one of the most popular sanatoria of South Africa. (Particulars of climate, etc., will be found on page 135.)

Great or Central Karroo.

Beyond the Zwaartbergen, whose peaks range from 5000 ft. to 7000 ft. in height, lies the great plain of the Central or Great Karroo, extending east and west for a distance of about 350 miles, at a level of from 2000 to 3000 ft. above the sea. Its northern boundary consists of the Nieuwveld and Great Sneeuwberg Ranges, whose highest peak, the Kompass Berg, reaches an elevation of 7800 ft.

The Karroo bush, which gives its name to the great inland plateaus, is an unpromising looking vegetable when burnt up by the rays of the summer sun but nevertheless in the driest seasons it affords nourishment to millions of sheep

and goats. Few deserts can have a more desolate appearance than the Karroo districts in summer; verdure is entirely wanting; the numerous water gullies are nearly always dry and the low ranges of ironstone koppies which dot the plains seem to reflect the heat as from a mirror. Yet, provided the water in the farmers' dams holds out, the flocks and herds can find abundant nourishment in the dried-up shrubs.

Wherever irrigation schemes have been successfully carried out the land has proved to be marvellously fertile, and should the traveller chance to pass through the country after the spring rains he will find that the desert has literally blossomed as the rose.

The prevailing summer winds during the day are from the north and north-west, frequently laden with dust and sometimes bringing in their wake heavy thunderstorms from which a considerable part of the rainfall is derived.

During the night the cool breezes from the south east generally prevail. The rainfall is scanty, and occurs principally from December to May. In the west the annual average is about 10″ increasing to 18″ in the east.

The winters are bright and clear, the nights cold, with the thermometer frequently below freezing point, and the mountain tops often covered in snow which however never lies long on the plain itself.

The mean daily range of temperature is great, about 27°. The hottest month is January with a mean maximum of 87°; the coldest is July with a mean minimum of 36°. The general medical opinion appears to prefer the winter climate as most suitable for pulmonary invalids, but as this season coincides with the European summer fewer visitors arrive at this time of year than would otherwise be the case.

The summer heat is not so oppressive as it would be were the air not so intensely dry. Those who are fit to come to South Africa can derive great benefit at any time of year. The greatest drawbacks are the dust storms and the absence of inducements to take exercise.

The main physical features which also apply to the Northern Karroo are described by Dr. Hermann Weber as follows—

(1.) *Purity*, viz. *comparative absence of floating matter.*
(2.) *Dryness of air and soil.*
(3.) *Coldness of air temperature, great warmth of sun temperature.*
(4.) *Rarefaction.*
(5.) *Intensity of light.*
(6.) *Stillness of air in winter.*
(7.) *Large amount of ozone.*

The principal towns in this section are BEAUFORT WEST, 2850 ft.; PRINCE ALBERT, 2120 ft.; WILLOWMORE, 2760 ft.; GRAAF REINET, 2500 ft.; SOMERSET EAST, 2400 ft.; ABERDEEN, 2850 ft.; of these Beaufort West and Graaf Reinet have the advantage of being situated on the railway. Somerset East is only 15 miles distant from Cookhouse station and is, like Graaf Reinet, situated amidst beautiful scenery. Both towns are well planted with trees and possess numerous gardens.

The best known health resorts are Beaufort West, Matjesfontein and Wagenaar's Kraal in all of which some effort has been made to provide suitable accommodation, more especially perhaps in the first.

Northern Karroo.

Still farther inland is the Northern Karroo, the highest and most extensive of the Cape Colony plateaus, stretching as far north as the Orange River at an elevation of from 2800 feet to 6000 feet above sea level, and described as Karroo in the Hottentot sense meaning a dry place for want of a better term.

Dr. Baird speaking of this part of the country says: "*There cannot be said to exist any marked division of the year into spring, summer, autumn, and winter, rather it may be described as a long summer and a long winter. The former begins rather suddenly about the month of September, increases till January and then decreases till the end of April; while the latter may be said to last from the end of April till the month of September.*"

The scenery is very similar to that of the Central Karroo but the plains are more extensive and not so frequently relieved by Kopjes. The climate is extremely dry, some parts to the west averaging as little as 2″ of rain in the year, the average for the whole being 10″, of which the greater part falls in the violent summer thunderstorms. But only a small portion of this amount, slender as it is, is available for agricultural purposes, the great bulk running off the sun-baked soil into the deep gullies which hurry off the much-needed water to the sea. Boring experiments however have lately disclosed most surprisingly large deposits of water at comparatively shallow depths.

Agriculture on a limited scale is pursued only in the neighbourhood of the villages, the great industry being cattle and sheep farming, but the more remote portions are almost uninhabited save by a few wandering tribes of Hottentots and Bushmen.

The climate is similar to that of the Central Karroo region but the extremes are more accentuated. Severe frosts are experienced in the winter nights, in one instance the thermometer falling as low as 12° Fahrenheit. The summer heats are correspondingly severe reaching to 110° in the shade, the feeling of oppression being increased by the hot westerly winds which predominate during the first half of summer, although the nights are cool even during the periods of greatest heat. The winter days are very enjoyable, the air being keen and bright with a maximum of sunshine which allows of almost uninterrupted outdoor exercise.

The eastern portions are better watered, more verdant and not so entirely destitute of larger vegetation.

The towns of this region are CRADOCK 2856 feet, one of the principal Colonial health resorts, easily accessible by rail, with a small rainfall $14\frac{1}{2}$″, mainly derived from summer thunderstorms and a mean annual percentage of humidity of 62%; QUEENSTOWN 3500 feet, with a rather heavier rainfall, also on the railway, and TARKASTAD, 4300 feet, 30 miles from the rail, lying in open ground with a rainfall of 18″ and cooler than Cradock.

Dr. Symes Thompson speaks very highly of the last

place and states that the air is so dry that a knife left for a year or two on the veld does not become rusty.

ALIWAL NORTH (4350 ft.) on the Eastern Railway has a climate similar to Cradock but the extra elevation renders it more bracing. BURGHERSDORP, also on the Eastern Railway, 4650 ft. enjoys a very similar climate to Aliwal North. Speaking of this town Dr. Thompson says "*Phthisical cases do better here than at Bloemfontein*". DORDRECHT, in the same neighbourhood, 5500 ft. above the sea, is the highest town in the Colony, but is off the railway and is not attractive as a place of residence.

The central portion of the district includes the towns of Hanover, 4500 ft.; COLESBERG, 4400 ft.; RICHMOND, 4530 ft.; VICTORIA WEST, 4100 ft.; CARNARVON, 4060 ft.; FRASERBURG, 4200 ft.

The neighbourhood of all these last mentioned towns partakes chiefly of the arid Karroo character, the rainfall being less than in the eastern districts, although in other respects the climate is similar and in all cases there are instances of sufferers from pulmonary complaints doing well.

The remaining district of Cape Colony not yet touched upon is **Griqualand West,** in which the only town of note is KIMBERLEY (4042 ft.) situated in what is practically a continuation of the upper Karroo plain.

The mean summer temperature of the town is 75°; winter 58°, but the heat is occasionally intense. The rainfall is higher than that of the Karroo plateau in general, *viz.* 18″. The main points in its favour are its elevation and the fact that it is one of the largest towns in South Africa. The autumn and winter climate is good.

Eastern Uplands.

Referring again to the broken ground behind the Eastern portion of the Coast Belt (page 35) we find another well recognised health resort in GRAHAMSTOWN 1800 ft. above sea level.

The climate here is fairly equable, the mean range being less than two thirds that of Aliwal North, whilst the rainfall 30″ is distributed throughout the whole 12 months, thus preserving the country from that withered and arid appearance so frequent elsewhere towards the end of summer. It is also of service in laying the dust which is seldom oppressive. The mean humidity in summer is 74% in winter 77%.

Other towns in the district are FORT BEAUFORT, 1500 ft.; ALICE, 1680 ft.; STUTTERHEIM, 2700 ft.; KING WILLIAM'S TOWN, 1400 ft.; and BEDFORD, 2450 ft., many of them pleasantly situated in hilly country plentifully watered and interspersed with stretches of forest.

The climate however is not possessed of that extreme dryness which is often desirable and may be obtained on the higher plains.

Resources of Cape Colony.—In addition to the above information and to the various items which are to be found in their proper places throughout the book, a few facts and figures regarding the various parts of South Africa are necessary to enable an intending settler to form as clear an opinion as possible of the remuneration which may ultimately be hoped for from any particular branch of enterprise which he may be inclined to undertake, whether from natural choice or because of special knowledge.

It may here be parenthetically remarked that as the labour question in the old world is becoming more and more accentuated, it is an open question whether the British Government itself would not profit more by helping to develop existing colonies and create centres of population in accessible districts than by the expenditure of large sums of money on unknown and sometimes uninhabitable lands. Such public works for instance as irrigation schemes which are too colossal for individuals or even companies would serve as schools where the British yeomen might pay for his education in a new climate by devoting a part of his time to Government service and the remainder to studying the eccentricities of a new climate. He might thus retain his small capital intact until fully informed as to the difficulties he would have to encounter.

A large immigration of English farmers might be resisted

to a certain extent by the Afrikander Bond or kindred institutions, but the Boer, whose farm might be partly broken up and sold, would himself be the greatest gainer in the end, whilst England would be relieving herself and assisting in the birth of a numerous class whose wants must always be supplied more or less from home.

Such a question might be enlarged upon to a far greater extent but the foregoing remarks are rather intended to indicate that there are difficulties to be surmounted which no partial or philanthropic efforts can overcome. Any man, however, who is content to work and keep sober cannot fail ultimately to do well in South Africa, and the example of the prosperous German colonists wherever they have settled is full of hope to those who are content to farm and live as farmers on their farms.

The total area of Cape Colony is estimated at 135,245,783 acres and the land sold up till 1891 at 94,308,030 acres, of which however a great part simply supports a sheep or goat to every three, four or even eight acres. Much of this land would be enormously fertile if water could be procured, more especially the various Karroos proper, which are usually either the beds of old lakes or sloping shallows worn by the action of the waves when the respective levels of continent and ocean were very different from what they are to-day.

During 1891, 1,300,000 morgen of land were sold in Cape Colony at an average of 1s. 6¾d. to 4s. 7¼d. as against an average of 10d. to 3s. in 1890. This land was chiefly grazing and of poor quality in the districts of Carnarvon, Calvinia, Fraserburg and Hay.

The total area under irrigation is only 146,085 morgen and most of this because it lies comparatively low where the mountains or rivers render aqueducts easy to construct.

The population of this enormous area, including Griqualand West and the Native Territories, annexed since 1875, as part of the Colony was

in 1875 Whites, 251,718. Coloured, 777,104. Total 1,028,822
„ 1891 „ 386,812 „ 1,148,927 „ 1,535,739

or at the rate of one individual to every 88 acres. The

proportion between the sexes amongst the whites is 100 males to 92 females.

As regards the progress made by this population we find a Public Debt in

1882 of £16,098,409.
and in 1891 of £24,839,167.

of which last figure £15,863,852 has been spent on some 1800 miles of railways, £127,375 on irrigation (including local loans), £2,471,598 on harbours and £230,763 on unproductive works.

It is needless to say that a country to which nature has denied every facility of water transport, as is the case in South Africa, could not exist as a civilized state without railways and harbours, which have most fortunately proved also to be remunerative as investments.

The *Revenue Returns* were as follows:—

		Receipts.	Expenditure.
Total	for 1881-2	3,524,858	3,278,785
„	„ 1890-1	4,143,876	4,304,748
of which Railway	„ 1881-2	966,856	764,399
	„ 1890-1	1,772,750	1,117,953

The *Import* and *Export Returns* were:—

		Imports.	Exports. *Not including raw gold.*
Total	for 1882	9,372,019	8,324,128
„	„ 1891	8,572,766	11,116,231
of which the share of the U. Kingdom was	„ 1882	7,584,774	8,112,703
	„ 1891	7,020,493	10,676,017

A certain proportion of both imports and exports simply passes through the country on its way to the Orange Free State and South African Republic, &c.

A customs union treaty has been passed which now includes the Cape Colony, Orange Free State, British Bechuanaland and Basutoland.

Amongst the imports for 1891 were:—Butter, £49,110; Cheese, £35,551; Preserved meat, provisions and oilman's stores, £296,479; Beer, wines and spirits, £206,007; Corn,

grain and meal (principally wheat), £232,421; Leather (manufactured and unmanufactured), £426,483; Crockery, £47,560; Wood (manufactured and unmanufactured) £137,122; Furniture, £130,515.

Amongst the exports were:—Wines and spirits, £100,842; Cured fish, £17,086; Hides, skins, &c., £495,274; Hair and wool, £2,619,924; Ostrich feathers, £468,221; Copper ore, £254,184; Diamonds, £4,174,208.

The total shipping entered inwards at all ports for 1881 was 2,540,910 tons and for 1891 4,002,095 tons.

There are agricultural schools at Stellenbosch and Somerset East which are more particularly adapted for the sons of Afrikander farmers than for those coming out to make a living.

Natal.

The **Natal** climate is somewhat similar to that of the eastern provinces but the coast lands are decidedly warmer, the average mean maximum throughout the year at Durban being 77·8° against 70·7° at Port Elizabeth. They are however quite free from the malarial fever so fatal to Europeans which exists farther north in the Portuguese territory.

The prevailing wind is from the south-east and is stated to blow six times more frequently from that quarter than from any other. Passing as it does over many miles of ocean it arrives laden with moisture and proves a never-failing source of abundant rain to the districts lying within one hundred miles of the coast. The rainfall at Durban and Pietermaritzburg is about 29½″, the greater part of which falls during the summer months; May, June, and July being comparatively dry.

The ground rises rapidly from the sea-board in a confused succession of hills and ridges, forming many beautiful valleys in which the cultivation of tea, sugar and other tropical produce is successfully carried on. MARITZBURG, only 40 miles distant from the sea in a direct line is 2200 above sea level and in common with many other towns of Dutch origin is laid out in a hollow. In spite of this

drawback the town is very healthy and according to Dr. Thompson people liable to bronchial affections are surprisingly free from them here.

North of Maritzburg the country still continues broken into hill and valley, the table-topped formation being noticeable in many places.

About 100 miles from the coast a plateau corresponding to the Central Karroo level is reached, with a similar climate characterised by considerable range of temperature, low humidity and small rainfall.

The heat which would otherwise be oppressive is tempered by the sudden thunderstorms which sweep over the country during the hot months. The average number of storms of this description during the year is 97, of which the great majority occur in the summer. The lightning is far more brilliant and dangerous than that seen in England; seared patches of grass many yards across may frequently be observed where the electric fluid has struck the ground and several head of cattle are occasionally killed by one flash.

Resources of Natal.—The prolongation of the Cape railways northward is for the moment prejudicial to Natal, and the Railway Treaty entered into between the Cape Colony and the Transvaal, if adhered to literally, entails great disadvantages even if the Natal line is carried on from Charlestown to Johannesburg. That this must eventually be done and that Harrismith must ultimately be connected with the Orange Free State trunk line would appear as natural as that a river should run to the sea. The permission of the Transvaal Government to complete the survey of the former amounts almost to a conditional promise that a *modus vivendi* is to be found and in a short time great changes may fairly be expected.

The position of affairs however is sufficiently grave to compel those in Natal to seriously take into consideration the internal resources of the country and how they may best be developed, so that a temporary evil may really result in a lasting benefit. That this may be so cannot but be ardently hoped by all who have visited and learned to admire this charming and fertile state. Possibly

the new form of responsible government may tend to help in this direction.

A gold field would naturally offer the readiest solution of the difficulty and one must trust that the crushing now going on at Umzinto near Port Shepstone will prove as satisfactory as it is reported is the case at Umsinga on the Zululand border.

The most important mineral at present is coal. There are some dozen collieries of which the Dundee Coal Fields alone is capable of producing 1000 tons a day. Iron exists in large quantities and in close proximity to the coal, whilst several other minerals are to be found. There are also large marble quarries near the mouth of the Umzimkulu where the stone can be brought down to Port Shepstone by water. It is chiefly used so far for making lime and cement.

Agricultural products include sugar which is cultivated on some 13,000 acres; coffee, 600 acres; tea, 1050 acres; tobacco, 300 acres; and wattle bark, which is said to give excellent returns; the wattle is being planted in copses on a large scale or as a profitable fringe and protection to exposed land.

Amongst other industries are breweries, tanneries and works for the manufacture of eucalyptus oil, waggons, &c. Bonuses are given to new enterprises under certain conditions.

The total estimated area of the country is 12,000,000 acres or 16,651 square miles. From 1887-92 638,000 acres were sold and 584,000 leased, leaving 2,778,000 acres available. The population for 1891 was 42,759 whites (24 males to 19 females), 43,070 Indians and 469,747 natives or a total of 555,576.

The *Revenue Returns* were:—

		Receipts.	Expenditure.
Total	for 1887	924,840	785,093
„	„ 1891	1,366,611	2,334,491
Railway alone	„ 1887	259,364	185,409
„	„ 1891	673,090	622,355

Public Debt for 1891, £7,170,354.

	Imports.	Exports.
For 1882	2,213,538	731,809
„ 1891-2	3,690,734	1,377,085
		(Inclusive of gold, £218,683).

Nearly all the import and export trade is done with the United Kingdom, but a certain portion is of course for transit only.

Some of the most interesting *Imports* for 1891-2 were:— Beer, wines and spirits, £176,975; Provisions and oilman's stores, £175,707; Flour and grain (chiefly flour), £176,167; Leather (manufactured and unmanufactured), £152,538; Furniture, £61,906.

And *Exports*:— Hair and wool, £627,883; Hides, skins, &c., £60,445; Ostrich feathers, £289; Grain, meal, &c. (chiefly maize), £17,441; Sugar, £67,648; Spirits, £4367; Wattle bark, £9243; Tea, £1932; Coal, £49,275 (against £21,599, the year before).

The total shipping inwards in 1881 was 220,096 tons and in 1891-2, 565,424 tons.

The Orange Free State.

To the north of Natal and the eastern provinces and separated from them by the imposing range of the Drakensberg lies the broad plateau of the **Free State,** 4000 to 5000 feet above sea level.

This great plain, over 50,000 square miles in extent, is almost entirely destitute of trees except along the river-banks which are frequently clothed with willow and mimosa. The rainfall is moderate, probably about 22″ and occurs principally during the late summer months in the shape of violent thunderstorms. Most of the water however is rapidly carried off by the deep-cut river-beds which are generally thirty or forty feet below the level of the surrounding country and speedily drain all moisture from their vicinity. Here and there the dreary scorched surface of the plateau is relieved by isolated kopjes and short stony ranges of hills, destitute of vegetation and affording little shade.

The staple industries are horse, cattle and sheep-breeding; the difficulty in storing water on some parts of the table land almost prevents the production of food even for the farmers and their families. In the southern portions however near the Basutoland border conditions are more favourable to agriculture and advantage is taken of them to raise very large crops of corn and other cereals which find a ready market in the neighbouring gold and diamond-fields.

The chief town is BLOEMFONTEIN, 4500 ft. above sea level with about 5800 inhabitants. This place has been long celebrated for its dry healthy climate and has been largely resorted to during the last ten or fifteen years by pulmonary invalids. Since the close of 1890 it has been connected with the Colonial railway system, thus obviating the tedious coach journey formerly necessary.

LADYBRAND, distant some hours by coach, is highly recommended by the faculty and is best reached from Bloemfontein.

HARRISMITH, 5300 ft., is another situation eminently qualified as a sanatorium with a good climate all the year round. The population is mainly English and it may be expected to receive more attention from medical men now that the railway connecting it with the Natal system is completed.

The pleasantest town in the north of the Free State is **Kroonstad,** picturesquely situated on the banks of a small tributary of the Vaal, which has sufficient water to afford good bathing and a little boating, the latter a very rare luxury in the interior of South Africa. This part of the country is better wooded than elsewhere.

Resources of the Orange Free State.—The continuation of the Cape railways through Bloemfontein to the Vaal and the Customs Convention have been of enormous service to this country, which has taken the position of peacemaker and go-between as regards the Cape Colony and the Transvaal, securing in return blessings and advantages from both sides.

The general character of the country is pastoral, but a greater outlay on protection sheds and food during the dry

season could scarcely fail to increase the profits on the present system of cattle raising. On the eastern border the part known as the Conquered Territory is very fertile and well watered, and arable farming is carried on largely and by the most modern methods.

The area of the country is about 14,983,000 morgen of which some 450,000 remain at the disposal of the government. Land tenure is entirely on the perpetual quit-rent system and the terms are 2s. per 100 morgen.

The population in 1890 was 77,717 whites and 129,787 colored or a total of 207,504, which is equal to 4·293 to the square mile. Naturalisation is granted after three years residence.

	Revenue.	Expenditure.
For 1889	£202,270	£183,548
„ 1892	£386,588	£407,610

Goods pay the same duties in the Free State as in Cape Colony, a rebate being allowed to the Free State government which provides some £100,000 out of the Revenue.

For **Basuto Land** see the end of Route XIV.

The Transvaal.

The **Transvaal** lies to the north of the Free State and is divided from it by the Vaal River, whence the ground rises to the Witwatersrand Range, forming the watershed between the tributaries of the Vaal and the Limpopo at a height of about 7000 ft. above sea level.

South of the range the climate may be regarded as uniformly healthy, although in parts good water is scarce. This is particularly the case in the south-west of the country,—an extensive flat exceeding even the plains of the Free State or Karroo in extreme monotony. The principal towns on the southern slope of the range are JOHANNESBURG, 5600 ft., only a couple of miles from the summit; POTCHEFSTROOM, 4100 ft., and HEIDELBERG, 5000 ft.

The largest of these is of course JOHANNESBURG of which the mushroom growth during the last few years has astonished the world. The town is situated on bleak, open treeless

downs, exposed to cold winter winds which sweep over the plateau without obstruction. At this season of the year when little rain falls duststorms are frequent and by causing inflammation of weak lungs are to some extent responsible for the high death rate. Snow occasionally falls during the winter months and frosty nights are experienced during a considerable part of the year.

The summer months are hot but not so enervating as in Pretoria. The heavy rainfall which occurs at this season frequently renders the roads almost impassable.

Much has been said as to the advantages which should be derived by consumptives from its elevated position and dry winter climate, but the number of fatalities that have occurred there from diseases of the lungs proves rather that it is a place to be avoided by sufferers from pulmonary complaints. The lack of railway communication which has caused so much discomfort in the past will soon be remedied, and, together with the relief from overcrowding consequent upon the recent depression, will render the town a far pleasanter place of residence than in the first few years of its existence.

HEIDELBERG is considered the best sanatorium in the Transvaal. It is pleasantly situated on the mountain slopes to the south-east of Johannesburg about 5000 ft. above sea level, and is much resorted to by invalids from Pretoria and Johannesburg.

POTCHEFSTROOM, the old capital, founded in 1839, is situated a few miles from the Vaal River with a plentiful water-supply which at times proves superabundant. The streets are planted with magnificent willow-trees and the general health of the town is good.

Crossing the watershed we find that the ground which has risen steadily from the sea-coast falls with equal regularity to the banks of the Limpopo.

The only town in this district which has ever been mentioned as a health resort is PRETORIA, the Capital, 4500 feet, about thirty miles north of Johannesberg and consequently not far north of the summit of the watershed.

The invariable Dutch plan has been followed here of placing the town in a hollow with the result that in wet

weather a part of it may be said to be in a swamp. The water-supply is not to be surpassed in South Africa but, being conveyed to the town through an open furrow three miles long, it has hitherto been grossly contaminated in its course. The newly erected waterworks should however prove a remedy for this evil.

The heat during the summer months is very considerable and the heavy rainfall occasions a great deal of mist. The winter climate however is perfect, fresh, bright and invigorating, but the total disregard of the commonest sanitary precautions has been the cause of much sickness in the past and the number of deaths, considering the open nature of the town, is excessive, the rate for the first half of 1891 being forty-four per thousand per annum, reckoned on the white population only.

The whole of the Transvaal territory to the north may be considered healthy during the bright dry winter months, but during the hot rainy season malarial fever prevails to such an extent as to render some districts uninhabitable; this is particularly the case on low ground, whether swampy or otherwise.

In the east BARBERTON, which formerly suffered severely from fever, is now regarded as fairly healthy, but malaria is still prevalent in the neighbouring valleys.

The deadly nature of the climate in the neighbourhood of Delagoa Bay is too well known to need comment.

For Resources of the Transvaal see page 214.

Bechuanaland is a continuation of the Great Karroo plateau stretching from the Orange River to the Molopo River. The elevation of this plain is from 4000 to 6000 feet and the rainfall appears to be about equal to that of the Northern Karroo *viz.* 10″. It has been remarked that the climate in this district is gradually becoming drier, but the lack of reliable meteorological observations renders it difficult to substantiate this statement. It appears however that in former years the hippopotamus was found in many pools of the Kuruman River which are now nearly dry. Cereals grow abundantly in the valleys but as in all sub-tropical countries there is a certain amount of malaria let loose when the virgin soil is broken up and irrigated for the

first time; timber is also fairly plentiful in places but large quantities have heen cut down. Water in the dry season is often very scarce.

In the Protectorate the chiefs continue to exercise authority under English control, but in the Crown Colony the administration is in the hands of the British High Commissioner.

The area is estimated at 41,663 square miles and the population, not including the payers of hut tax, consists of 5254 whites and 8472 colored, or a total of 12,726.

It is a member of the Customs Union. The Revenue for 1892-93 was £55,230 and the Expenditure £175,174, of which £101,500 was on account of the police.

The Chartered Company's Territory.

It is rather too soon to speak definitely as regards the climate of Matabeleland and Mashonaland but the high table-land that traverses these districts will probably prove inferior to no part of Africa as a place of settlement for Europeans; on the lower grounds there is undoubtedly much malarial fever.

Progress and Resources.—The progress of the company has been to some extent hindered by the pessimistic reports spread abroad by Lord Randolph Churchill and others, which are without doubt entirely erroneous.

The cost of transport from the coast to Fort Salisbury will soon be no more than £10 a ton or about the same as to Johannesburg and, though one can scarcely hope for another Witwatersrand, Mashonaland at least is most certainly full of payable gold reefs and further explorations may discover that the territory farther north, where indications have been seen, is equally wealthy. The ancient workings with which so much of the country is honeycombed and which seem to be the results of centuries of labour, have done little harm as those who dug there could not attack hard quartz and knew few or none of our modern methods of extracting the metal.

Agriculture as a highly remunerative industry must

follow gold except in places where coffee, tea, cotton, &c., can be grown and where a dense native population provides an abundance of labour. The commission sent up from Cape Colony reported that between Forts Tuli, Victoria, Salisbury and Umtali there lay a district of some 40,000 square miles, well timbered, fertile and suitable for Europeans to live and breed in. A large part of this land is best adapted to grazing, but much of it could be placed under cultivation, especially with tobacco and cotton.

Mr. Joseph Thomson in his report to the Chartered Company on the territory north of the Zambesi says that the land is suitable to Europeans, extremely fertile and that the conditions of life are easy. Mr. Alexander Whyte who accompanied him, seems equally pleased and says that the rainfall in the bracing climate of the Milangi Plateau, situated amongst the Shiré Highlands, is only from 60 to 70 inches, which seems quite sufficient.

The area of the Company's Territory is about 750,000 square miles not including 8000 square miles in British Bechuanaland, received as compensation for help in constructing the Kimberley-Mafeking railway.

The white population in 1892, south of the Zambesi, was about 3000.

Townships have been declared at Salisbury, 5000 feet, Victoria, 3670 feet, and Umtali, 4000 feet, but Fort Tuli, 1890 feet, seems also likely to be a centre and all four have been provided with hospitals. Several brick buildings have been erected and most of the timber used in building can be procured in the neighbourhood. There is an hotel at Tuli and several houses of accommodation along the main road, which runs from Macloutsie to Tuli and from Tuli to Salisbury *viâ* Victoria and Fort Charter, 4750 feet (weekly post carts, from either Tuli or Salisbury to Victoria, either journey being about 170 miles). From Salisbury a road runs to Umtali, 146 miles, Massikessi, 158 miles and Chemoyo, 230 miles (weekly post cart), where it meets the Pungwe railway. These roads are available under ordinary circumstances for waggon traffic all the year round.

The methods of approaching Mashonaland *viâ* Mafeking or Pretoria will be found under the heading of these towns.

The railway from Beira is also mentioned elsewhere. Between Fontes-Villa and Chemoyo, 2200 feet, 85 miles, the fly country is left behind. Massikessi is 2,500 feet, and the road continues to rise to Salisbury, 5000 feet, the seat of government and the terminus of the telegraphic system, 819 miles from Mafeking.

All goods loaded at Beira pay 3% *ad valorem* duty.

The Interal Postal Charges are:—

Letters, 2d. per ½ oz.; Newspapers, ½d. per 4 oz.; Books, ½d. per oz.; Parcels, 2d. per 4 oz. and 8d. per lb. or fraction; Telegrams, 3d. per word (minimum 2s. 6d.).

Up till the present the minerals discovered are gold, silver, copper, lead, iron, saltpetre and plumbago. Good deposits of lime and slate exist near Salisbury and there is coal in the Portuguese Territory at Tette on the Zambesi. The Company receive 50% of the capital in all the mines.

Several thousands of claims have been registered and shafts have been sunk on a fair proportion, some reefs having been tested with satisfactory results from 200 feet to 300 feet below the surface. The districts proclaimed auriferous amount to considerably over 5000 square miles.

For coaches, fares, &c., see under "Pretoria and Mafeking".

GERMAN DAMARALAND and NAMAQUALAND consist of an unhealthy coast belt of sand fifty to a hundred miles wide, almost destitute of water. Further inland the ground rises to the level of the Bechuanaland plateau of which it forms a continuation.

Precautions against Malaria.

The following precautions based on the experience of Sir Joseph Fayrer will prove useful to those residing within the fever belt:—

"*The rainy season and the still more sickly drying season should not be spent in malarious districts. The first digging up and clearance of virgin soil should be performed by those already acclimatised. Malaria being most potent near the ground, particularly when the sun has just disappeared below the horizon, it is important to sleep well above the ground. Houses should be constructed with sleeping rooms in an upper*

storey, the windows being closed at night. The diet should be nutritious. Drink should be very temperately used or not at all. Exercise taken early should be preceded by a cup of chocolate, tea or coffee. Protection from the sun for the head and neck should be adequate; drinking water boiled and filtered, and two grains of quinine taken night and morning.

"*In the first two or three years after breaking up the virgin land it is important not to live in the midst of the land, and if it is proposed to irrigate the garden the house should not be about it but placed to windward of it, or a belt of Eucalyptus should be planted between the house and the irrigated fields, such a belt acting as an effectual screen.*"

There is no doubt that if the above rules could be strictly observed malarial fever would be a disease of the past, but unfortunately some of them are beyond the reach of the settler and prospector. However the risk of infection might be greatly lessened by observing the simpler precautions regarding diet and exposure. It has been remarked in the Low Country Gold-fields in the Transvaal that if a man attacked by fever is allowed to remain in the low country he has a better chance of recovery than if removed to the comparatively healthy high ground and that a man who may have spent months in the low country without experiencing any attack will sometimes be struck down on his return to the healthy districts.

Meteorological Observations.

With the exception of those for Natal all the following tables have been specially prepared for this work from figures kindly furnished by the Cape of Good Hope Meteorological Society and are not obtainable elsewhere.

The temperatures have been taken by self-registering thermometers and are absolutely correct. Those columns headed "ABSOLUTE MAXIMUM" and "ABSOLUTE MINIMUM" are the means of the actual absolutes for the respective months added together and divided by the number of years and give therefore the extreme degree of heat or cold which may fairly be expected to occur.

As regards "RELATIVE HUMIDITY" it is to be regretted that the wet and dry bulb have never before been worked out as otherwise the many glaring indiscrepancies must have attracted notice. For instance in some remarkably dry districts and during the driest months a state of almost complete saturation is reported, while again readings are stopped through frost and one remarkable case would seem to indicate that the town lies under water during the month of May. Such mistakes can only occur through neglect or incrustation of the wet bulb and medical men will take the figures for what they are worth. The writer hopes that at some future period he may obtain others more correct.

Under the heading of "Clouds" 0 represents clear sky and 10 fully covered.

Where no tables are given short notes on the climate are generally to be found under the description of the town or in the topographical article.

It seems to be a fact that bacterial life tends to disappear at a much lower elevation in South Africa than is the case in Europe.

Those who have visited the Canaries, &c., will also find a great resemblance as regards three points, namely, that sunstroke is very rare, hydrophobia unknown and that the actinic power of the sky in clear weather is very low.

Cape Town.

Royal Observatory. Lat. 33° 56′. Long. 18° 29′ E.

2 miles from coast.
Height above sea 40 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	29·949	67	83·4	59·9	101·8	51·0	0·60	2	2·9
Feb.	29·920	72·5	82·5	59·9	96·0	53·3	0·67	2	3·1
Mar.	29·986	75	80·0	57·1	95·7	47·8	1·21	5	3·4
Apr.	30·019	84	72·6	53·3	88·9	43·2	2·12	8	3·9
May	30·063	86	66·3	49·9	81·2	38·1	4·20	11	5·3
June	30·128	85·5	63·6	47·8	75·0	36·8	6·24	12	6·3
July	30·164	87	62·4	45·8	73·3	35·8	3·18	11	5·2
Aug.	30·112	87	63·8	46·9	78·0	36·2	3·23	9	5·5
Sept.	30·111	85	68·4	51·1	83·7	41·3	2·55	8	4·8
Oct.	30·054	78	71·0	51·7	86·3	40·8	2·54	8	5·6
Nov.	30·017	72	75·0	54·3	91·1	47·4	1·35	6	4·9
Dec.	29·976	72·5	79·2	57·4	91·6	54·0	0·80	4	4·9
Mean	30·042	79	72·4	52·8	—	—	28·69	86	4·6

Observations extend over 5 years.
Mean Min. and Max. Temps. over 8 years.

Port Elizabeth.

Lat. 33° 57′. Long. 25° 37′.

— miles from coast.
Height above sea 181 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	29·800	72	76·1	63·4	86·8	56·4	1·09	6	5·0
Feb.	29·799	76·5	76·5	64·7	82·9	57·5	0·75	5	5·4
Mar.	29·857	77	73·9	60·9	81·5	53·4	1·38	8	4·3
Apr.	29·874	77	71·7	57·2	85·7	49·7	2·50	9	5·4
May	29·884	67·5	68·9	53·7	84·1	48·6	2·26	8	5·4
June	29·965	72	69·2	51·1	83·2	44·0	1·03	5	4·3
July	30·030	78	66·4	47·9	78·3	41·5	2·29	7	4·1
Aug.	29·945	81	66·1	50·5	86·0	43·0	2·57	8	4·8
Sept.	29·969	78	66·7	53·8	83·7	46·5	2·17	6	5·2
Oct.	29·881	74	68·4	55·6	85·0	48·9	1·39	5	5·7
Nov.	29·862	75·5	70·6	57·9	90·8	51·6	1·87	7	6·1
Dec.	29·812	70·5	73·7	61·2	81·5	54·3	1·63	6	4·7
Mean	29·890	75	70·7	56·5	—	—	20·93	80	5·0

Observations extend over 5 years.
Mean Max. and Min. Temps. over 8 years.

Ceres.

Lat. 33° 22′. Long. 19° 20′ E.

Distance from coast about 55 miles.
Height above sea 1493 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	28·408	63·5	85·5	55·5	99·4	49·8	·63	2	—
Feb.	28·391	63	85·4	54·4	98·1	48·0	·72	1	—
Mar.	28·437	68·5	80·6	52·1	95·0	39·8	1·16	3	—
Apr.	28·472	82	71·5	45·4	90·2	36·6	2·93	6	—
May	28·516	—	64·2	40·6	81·5	32·0	8·96	11	—
June	28·587	90·5	61·4	37·4	75·3	29·8	7·53	9	—
July	28·652	92	58·9	34·3	72·1	28·2	4·27	10	—
Aug.	28·558	84	60·7	37·5	80·2	29·9	5·11	8	—
Sept.	28·546	85·5	67·0	42·1	85·0	34·8	3·90	6	—
Oct.	28·493	74	71·0	46·0	90·6	36·7	3·56	6	—
Nov.	28·462	64	77·1	49·1	91·6	41·4	1·51	3	—
Dec.	28·424	58·5	81·3	52·5	95·9	45·7	·79	3	—
Mean	28·495	75	72·1	45·6	—	—	41·07	68	—

Observations extend over 5 years.
Mean Max. and Min. Temps. over 6 years.

Prince Albert.

Lat. 33° 14′. Long. 22° 0′.

Distance from coast 60 miles.
Height above sea 2120 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	27·806	65	86·1	60·4	102	51	·67	3	—
Feb.	27·807	67·5	85·1	61·2	99	54	1·18	3	—
Mar.	27·831	72·5	76·1	55·0	93	47	1·98	4	—
Apr.	27·860	72	72·5	51·1	84	43	1·55	5	—
May	27·918	74·5	67·1	46·8	77	38	2·22	4	—
June	27·959	73	63·4	43·2	73	37	·44	3	—
July	28·011	71·5	61·1	38·5	70	32	·43	2	—
Aug.	27·963	65	64·6	41·2	76	27	1·09	4	—
Sept.	27·948	63·5	72·0	48·3	90	37	1·54	2	—
Oct.	27·904	58·5	76·8	52·0	93	44	·73	2	—
Nov.	27·900	61·5	81·8	54·9	98	46	·68	2	—
Dec.	27·860	65·5	87·2	60·9	100	52	·69	2	—
Mean	27·897	67·5	74·6	51·1	—	—	13·20	36	—

Observations extend over 5 years.
Mean Max. and Min. Temps. over 6 years.

Graaf-reinet.

Lat. 32° 16′. Long. 24° 34′ E.
Distance from coast 123 miles.
Height above sea 2460 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	27·394	61·5	87·3	58·0	101·2	46	1·49	5	4·1
Feb.	27·407	72·5	86·8	59·3	99·3	49·6	2·13	6	5·2
Mar.	27·471	74·5	79·7	55·2	93·9	41·8	2·52	6	4·5
Apr.	27·459	71·5	75·0	50·3	91·0	36·8	1·50	7	4·9
May	27·466	72·5	70·1	45·3	85·0	31·9	2·20	5	4·3
June	27·549	66	69·0	40·8	77·6	27·4	0·64	3	3·5
July	27·533	68·5	65·8	36·6	77·3	25·5	1·40	3	3·1
Aug.	27·513	68	68·4	40·3	84·4	26·8	0·54	4	4·2
Sept.	27·530	61·5	74·9	46·2	91·3	33·4	1·29	4	4·0
Oct.	27·454	61·5	79·0	50·5	95·0	37·4	1·25	4	4·8
Nov.	27·440	62·5	81·4	53·1	97·5	41·8	0·88	5	4·6
Dec.	27·413	59·5	86·7	56·7	101·6	46·0	1·31	4	3·5
Mean	27·472	66·5	77·0	49·4	—	—	17·15	56	4·2

Observations extend over 5 years.
Mean Max. and Min. Temps. over 8 years.

Brakfontein (between Victoria West and Beaufort West).

Lat. 31° 52′. Long. 23° 0′. E.
Distance from coast 130 miles.
Height above sea 3947 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	26·034	65	87·2	54·8	98·0	44·0	1·68	4	2·4
Feb.	26·038	74	86·9	55·5	96·6	43·5	1·58	5	2·5
Mar.	26·086	68	80·1	49·1	88·8	35·8	1·49	5	2·9
Apr.	26·112	73	74·0	44·0	85·2	29·8	0·88	4	3·5
May	26·141	81	64·8	36·7	76·6	24·3	1·06	5	3·8
June	26·211	76	62·4	31·7	69·4	18·4	0·34	2	2·2
July	26·229	78·5	60·9	27·9	73·0	15·8	0·29	1	2·3
Aug.	26·165	67	66·1	32·4	78·8	19·6	0·29	2	3·0
Sept.	26·162	61·5	72·3	38·4	86·4	28·6	0·56	2	2·9
Oct.	26·083	63·5	78·6	44·0	90·4	31·6	0·29	2	3·1
Nov.	26·070	63	81·0	48·2	92·8	36·8	0·72	2	2·2
Dec.	26·045	61	86·7	53·0	97·2	41·5	0·45	2	2·2
Mean	26·115	69·5	73·1	43·0	—	—	9·63	36	2·7

Observations extend over 5 years.
Mean Max. and Min. Temps. over 7 years.

Somerset East.

Lat. 32° 44′. Long. 25° 38′.

Distance from coast 70 miles.
Height above sea, 2400 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	27·511	67	85·4	56·3	101·9	43·7	4·20	10	4·1
Feb.	27·533	78	84·1	58·4	98·0	47·2	4·02	11	5·5
Mar.	27·580	78·5	77·8	54·5	93·7	42·7	3·19	8	4·6
Apr.	27·585	78	74·0	50·3	91·7	38·7	2·85	9	4·3
May	27·547	66·5	68·6	46·0	82·6	32·6	1·44	4	2·7
June	27·699	66·5	67·1	42·8	79·5	29·1	0·50	3	2·0
July	27·697	70	64·8	39·6	77·3	27·9	2·05	5	2·1
Aug.	27·631	62	67·9	42·6	86·3	27·9	1·13	7	3·4
Sept.	27·655	62·5	73·4	46·3	92·7	33·1	1·25	6	3·1
Oct.	27·676	94·5	76·8	49·1	94·0	37·1	3·42	9	4·9
Nov.	27·548	65·5	78·2	51·3	97·3	39·1	2·37	9	4·1
Dec.	27·507	62	80·6	55·0	103·3	40·8	4·25	8	3·8
Mean	27·597	71	75·2	49·3	—	—	30·67	89	3·7

Observations extend over 4 years.
Mean Max. and Min. Temps. over 8 years.

Grahamstown.

Lat. 32° 20′. Long. 26° 33′ E.

Distance from coast about 27 miles.
Height above sea, 1772 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	28·069	68	79·2	57·0	101·0	50·4	2·28	8	4·5
Feb.	28·075	70·5	79·3	59·4	94·4	51·5	2·68	8	5·1
Mar.	28·133	72·5	75·0	56·8	91·4	47·2	2·99	8	4·6
Apr.	28·134	75	72·3	53·1	90·0	45·2	2·53	9	4·8
May	28·148	71·5	68·5	49·5	82·6	39·6	2·61	6	3·8
June	28·229	68	66·1	46·3	77·2	37·9	·80	3	2·3
July	28·267	75	63·1	44·3	74·9	36·0	2·27	5	2·8
Aug.	28·203	74·5	65·1	45·7	84·7	34·9	2·23	6	3·8
Sept.	28·213	69	69·1	49·4	90·2	40·5	2·51	7	3·7
Oct.	28·129	68·5	71·6	51·7	92·5	42·6	2·74	7	4·3
Nov.	28·137	72·5	71·8	52·8	91·4	45·3	4·35	10	5·6
Dec.	28·079	64·5	77·7	56·7	99·5	48·1	1·97	6	4·2
Mean	28·151	70·5	71·6	51·9	—	—	29·96	83	4·1

The observations extend over 5 years.
Mean Max. and Min. Temps. over 8 years.

Cradock.

Lat. 32° 11′. Long. 25° 38′.

Distance from coast 108 miles.
Height above sea 2856 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	27·077	61·5	87·9	56·5	100·0	45·6	1·51	7	1·7
Feb.	27·072	64	88·2	57·5	98·0	46·4	2·66	7	2·5
Mar.	27·102	72	82·1	51·7	93·4	39·4	2·08	7	2·5
Apr.	27·162	75	77·7	47·1	90·2	34·8	1·54	7	2·9
May	27·224	71	70·3	40·8	81·6	30·4	1·20	4	2·9
June	27·269	65·5	67·2	35·6	74·6	24·6	0·34	2	1·9
July	27·324	68	65·6	33·7	75·2	25·0	0·92	2	1·9
Aug.	27·204	65	69·6	37·0	88·8	26·8	0·73	4	2·2
Sept.	27·227	63	75·3	42·7	91·0	32·8	0·68	3	2·5
Oct.	27·142	63	80·2	47·5	95·6	34·8	0·79	3	3·2
Nov.	27·103	62·5	82·7	50·7	97·8	39·8	1·03	4	2·6
Dec.	27·078	56·5	87·5	54·9	101·9	43·2	1·02	4	2·1
Mean	27·165	65·5	77·9	46·3	—	—	14·50	54	2·4

Observations extend over 5 years.
Mean Max. and Min. Temps. over 7 years.

Queenstown.

Lat. 31° 51′. Long. 26° 51′ E.

Distance from coast 105 miles.
Height above sea 3500 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	26·365	62	85·0	57·8	99·6	46·8	3·22	9	4·2
Feb.	26·375	67	83·9	59·4	96·2	50·0	3·96	11	4·5
Mar.	26·423	72	78·0	54·2	90·7	40·9	2·69	9	4·3
Apr.	26·452	74	73·7	48·8	85·0	36·7	1·43	7	3·9
May	26·465	69	67·2	43·2	78·4	29·2	1·27	6	3·8
June	26·531	62	65·0	38·4	73·7	24·7	0·26	2	2·7
July	26·536	45	63·2	36·4	73·0	22·8	1·37	3	2·7
Aug.	26·483	58	64·5	40·8	80·0	28·4	1·02	5	3·6
Sept.	26·500	73	72·8	46·3	86·9	32·8	0·86	5	3·9
Oct.	26·400	57	78·2	49·7	93·0	37·6	1·51	7	5·3
Nov.	26·392	57	80·2	52·3	96·2	41·7	1·41	7	4·6
Dec.	26·368	56	84·9	56·1	99·7	44·8	2·23	8	3·5
Mean	26·441	63	74·9	48·7	—	—	21·23	79	3·9

Observations extend over 5 years.
Mean Max. and Min. Temps. over 8 years.

Aliwal North.

Lat. 30° 43′. Long. 26° 43′ E.

Distance from coast 180 miles.
Height above sea 4330 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	25·679	56	84·2	55·3	92·9	45·4	2·51	8	3·0
Feb.	25·678	63	84·1	56·6	93·4	48·1	3·65	9	3·5
Mar.	25·728	70	76·5	50·4	86·2	38·1	3·82	9	3·4
Apr.	25·727	77·5	71·0	43·0	81·9	31·2	2·56	8	3·7
May	25·790	77	64·0	37·0	74·0	25·2	1·35	5	4·0
June	25·875	31	60·0	29·2	69·0	19·2	0·43	2	3·2
July	25·881	*	59·1	28·8	69·3	19·5	0·69	2	2·2
Aug.	25·823	69·5	64·4	33·7	77·4	22·9	1·35	5	3·7
Sept.	25·815	69	71·5	41·3	83·5	31·0	1·45	3	3·4
Oct.	25·736	59	78·9	46·7	88·2	35·1	1·05	6	3·6
Nov.	25·691	53	81·2	49·3	91·4	37·3	1·25	6	3·2
Dec.	25·688	51·5	85·9	54·7	93·7	43·1	2·53	9	2·7
Mean	25·759	61·5	73·4	43·8	—	—	22·64	72	3·3

Observations extend over 5 years.
Mean Max. and Min. Temps. over 8 years.

* Bulb frequently coated with ice.

Kimberley.

Lat. 28° 43′. Long. 24° 46′ E.

Distance from coast 340 miles.
Height above sea 4042 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	25·954	49·5	93·2	62·9	102·0	56·1	2·53	8	2·0
Feb.	25·951	51	92·8	63·6	100·4	57·3	2·76	8	2·5
Mar.	25·987	62	85·2	57·9	95·5	45·2	3·90	9	2·4
Apr.	26·028	61	79·5	52·4	89·6	39·6	1·27	6	2·2
May	26·061	61·5	70·6	44·2	81·6	32·9	1·22	5	2·4
June	26·147	56	66·8	39·2	74·4	29·8	0·30	2	1·5
July	26·141	50	66·4	37·6	75·5	27·6	0·51	1	1·1
Aug.	26·081	55	70·7	41·8	82·8	31·1	0·44	2	1·7
Sept.	26·098	48	80·1	49·8	93·7	36·4	0·88	4	1·3
Oct.	26·021	42·5	86·2	54·3	97·9	41·2	0·95	4	1·6
Nov.	25·972	39	89·8	57·9	100·9	42·9	0·61	4	1·9
Dec.	25·957	38	92·8	62·3	101·0	52·8	2·89	9	2·2
Mean	26·033	51	81·2	52·0	—	—	18·26	62	1·9

Observations extend over 5 years.
Mean Max. and Min. Temps. over 7 years.

Bloemfontein.

Lat. 28° 56′. Long. 26° 18′ E.

Distance from coast about 290 miles.
Height above sea 4600 ft.
Taken at 9 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	25·522	54	85·9	59·1	91·7	49·9	2·13	8	2·7
Feb.	25·529	56	85·0	59·1	94·1	52·0	2·74	8	2·4
Mar.	25·579	75·5	79·0	52·7	88·0	39·0	5·16	9	3·2
Apr.	25·610	68	74·0	46·0	83·0	34·7	2·49	8	3·0
May	25·629	64	66·6	37·2	74·9	26·0	1·51	4	3·0
June	25·705	61	63·8	31·1	69·0	20·6	0·25	2	1·6
July	25·707	65	63·0	29·1	72·5	20·7	0·42	3	1·5
Aug.	25·649	58	67·3	35·2	79·9	24·5	0·97	3	1·9
Sept.	25·632	53	74·7	42·3	86·0	31·0	0·99	3	2·5
Oct.	25·568	49	80·5	48·2	90·0	37·0	1·62	6	2·6
Nov.	25·526	46	83·6	52·8	94·5	40·7	0·69	4	2·4
Dec.	25·530	52·5	87·1	57·0	94·0	45·0	2·32	8	2·7
Mean	25·599	58·5	75·9	45·8	—	—	21·29	66	2·5

Observations extend over 5 years.
Mean Max. and Min. Temps. over 8 years.

Umtata.

Lat. 31° 45′. Long. 29° 0′ E.

Distance from coast 37 miles.
Height above sea 2400 ft.
Taken at 8 A.M.

	Barometer corrected to 32 deg. F.	Mean Relative Humidity.	Shade Temperature.				Rainfall in inches.	No. of days on which rain fell.	Cloud 0—10.
			Mean Max.	Mean Min.	Absolute Max.	Absolute Min.			
Jan.	27·626	96	78·8	59·7	99·3	51·9	3·32	9	5·8
Feb.	27·673	90	78·6	60·4	94·6	51·4	3·83	10	6·2
Mar.	27·664	86·5	75·7	56·9	91·6	47·9	4·01	11	5·7
Apr.	27·703	86	74·0	53·3	92·0	43·0	1·44	6	5·1
May	27·699	84	71·9	43·7	85·1	32·8	2·04	5	4·0
June	27·828	86	69·1	36·9	81·6	28·3	0·38	1	3·0
July	27·857	85	68·8	33·7	80·7	23·9	0·01	0	1·8
Aug.	27·801	46	71·5	32·6	87·1	29·3	0·99	4	4·4
Sept.	27·838	81	71·5	46·9	88·6	36·2	1·18	7	5·2
Oct.	27·796	77	73·4	52·7	95·6	39·7	3·75	11	5·9
Nov.	27·700	78	72·9	55·2	93·0	43·5	2·15	10	6·5
Dec.	27·629	78	80·2	54·8	102·2	45·8	1·18	7	5·2
Mean	27·734	80·5	73·9	48·9	—	—	24·28	81	4·9

Figures are taken from the records of '83, '84, '88, '89, which are occasionally incomplete. Barometrical Observations were not taken in '84.

Pietermaritzburg.

Lat. 29° 46′ S. Long. 30° 13′ E.

Distance from coast 41 miles.

Height above sea 2200 ft.

	Mean Relative Humidity.	Mean Temperature.	Absolute Max.	Absolute Min.	Rainfall.	Days of Rain.	Thunder Storms.
January	73·6	71·6	91	56	3·27	16	12
February		71·8	91·4	58·7	4·45	14	10
March		69·7	87·4	52·6	3·40	13	9
April	71·3	65	84·5	46·3	1·58	9	7
May		58·8	79·3	39·5	·75	3	6
June		55·1	75·2	35·5	·23	1	1
July		55·7	78·2	33·7	·25	2	2
August		60·3	84·7	38·3	1·01	5	3
September		64·8	91·6	43·3	1·41	8	10
October	73·6	66·1	90·7	48·2	3·29	17	14
November		69·4	90·7	50·1	4·91	17	12
December		70·3	92·3	56·4	4·87	18	11
		65	—	—	29·42	123	97

Wet and dry bulb observations taken at 9 A.M.

The above figures are the best obtainable but are not official.

IMMIGRATION.

A précis of the natural and political advantages and disadvantages of the various parts of South Africa, which should influence the immigrant in the choice of locality.

Much information on this subject may be gathered from the preceding article on Topography, &c. (page 32), of which the following may be regarded as forming the supplement.

Assisted Passages to the Cape Colony.

The narrow-minded policy embodied in the "Afrikander Bond" motto "South Africa for the Africanders" affords only the most meagre assistance to the emigrant. There are no free passages at present.

On application however by a resident in the Colony to the Assistant Commissioner of Crown Lands, for mechanics, artisans or domestic servants, half the third class fare will be paid by the Government, the eventual payment of the remainder being a matter of arrangement between the applicant and the emigrant. (Full fare.—Cape Town, £10 18s. 6d., East London, £11 10s. 0d.) Other conditions are that the emigrant (*a*) must be under 45 years of age; (*b*) must pass a medical examination; (*c*) must be approved by the Agent General, and (*d*) must contract to serve the applicant for at least twelve months. Children under 15 are charged one sixteenth of the above fares for every year of their age.

Assisted Passages to Natal are granted on much the same lines.

Applications must be made by Colonists to the Land and Immigration Board to whom £5 per adult and £2 10s. for children under 12 must be paid on account of the passage money.

Free passages are granted on certain conditions to farmers who agree to take up land on special settlements, and to female domestic servants of good character.

The charges in all cases include food, bedding, and medicine.

The Dutch Republics do not encourage immigration in any way.

DISPOSAL OF CROWN LANDS IN THE CAPE COLONY.

The land still remaining at the disposition of the Cape Government is estimated at about 40,000,000 acres, the greater part of which are situated in the arid regions to the north of the Colony. These lands are usually disposed of as occasion requires by **auction**, notice of which is given in the *Government Gazette* and in the local papers with particulars as to the upset price below which the land will not be sold.

Payment of at least one fifth of the purchased price must be made within twelve months from the date of sale. The remainder may remain at 4 per cent. interest, secured to Government by mortgage on the whole property. Expenses of survey and title deeds must be refunded by the purchaser.

Government retains the right to construct railroads, etc., on the land on payment of a fair compensation and also reserves to the Crown any gold, silver, or precious stones that may exist.

Land which has failed to sell at the upset price may be **leased** under certain special conditions for a term not exceeding three years. These conditions vary, and are settled at the time the lease is made out.

Grants of land of from 10 to 250 morgen (one morgen = 2·11654 acres) in extent may also be made by the Governor to approved applicants upon a quit-rent of 5 per cent. of the value of the ground under the following conditions: (*a*) The applicant must deposit 1s. per morgen applied for; (*b*) he must not be the owner elsewhere of 250 morgen or upwards; (*c*) the application must be for his exclusive benefit; (*d*) after obtaining licence he must take up his residence on the land within six months and must reside there three years; (*e*) within two years he must bring under cultivation one twentieth part of his allotment or must enclose it with a fence.

Forest land is not granted. The land may be redeemed at any time at the full valuation price.

Crown lands in Bechuanaland extend over an area of 30,000 square miles and are disposed of by private

contract. Settlers may select any unoccupied demarcated farm, 3000 morgen (6350 acres) in extent of which they may obtain possession on payment of inspection fees (generally under £20), £50 in cash and an annual quit-rent of £12 10s. redeemable at 20 years' purchase.

Crown lands in Natal still unalienated are comparatively limited in extent and barely reach 3,000,000 acres, of which 1,250,000 are in process of alienation.

Lands fitted for cultivation are sold by auction in lots of from ten to 2000 acres under the following conditions; *a*, the purchaser to pay cost of survey; *b*, he or his agent to occupy the land during nine consecutive months of each year for ten years; *c*, one-twentieth of the purchase money to be paid in cash and one-twentieth at the close of each year, no interest being charged; *d*, not less than one per cent. of the land to be cultivated; *e*, the reserve price to be not less than 10s. per acre.

Lots not exceeding 320 acres of agricultural or 1000 acres of pastoral land may be sold by public auction to the highest bidder under a reserve price of 20s. per acre and without any condition save that the purchase money must be paid within three months.

New settlements are laid out from time to time for the benefit of British immigrants who must be possessed of at least £200 to £250 capital. In these cases the emigrant may purchase an allotment of from 250 to 500 acres of land suitable for agriculture at from 10s. per acre, payable by easy instalments.

In the **Transvaal** all right to unoccupied lands is vested in the Burghers of the Republic and except in special cases letters of naturalisation can only be obtained after a residence of five years.

In the **Chartered Company's territory** persons in a position to start farming at once are allowed to select and beacon off fifteen hundred morgen of ground on the following terms (1) that the ground chosen is not beneficially occupied by any one else and is not within an area where the presence of gold is known or indicated (2) that the farm is not within three miles of a township (3) that farming is to be commenced within five months either by the applicant

or an approved substitute (4) an annual quit-rent in advance of £3 will be charged (5) and that the applicant holds himself liable to serve in defence of the country if called upon to do so by the Company. Mineral rights, &c., are reserved.

In **Zululand** the settlement of Europeans is not usually permitted.

In **Swaziland** farms can only be obtained through concessions from the Chief and are beyond the scope of ordinary immigration.

State-Aided Irrigation is authorised in the Cape Colony, Government loans being secured by first mortgage upon the lands irrigated. These advances are repayable in yearly sums extending over a period of not more than twenty-four years; plans and specifications, according to which the work must be executed, are supplied free by the Government.

In addition plant for sinking artesian wells, together with an efficient foreman to direct operations, are provided practically free of expense, or the plant can be purchased for about £140. Boring in the Karroo and other dry places has been so successful that farming in South Africa may be quite revolutionised during the next few years, and the results will perhaps awaken public opinion to the wealth which would follow on the proper employment of the water in the Orange and other rivers now running to waste.

The foregoing information is a concise statement of the facilities afforded by Government to immigrants, fully detailed particulars of which are obtainable either at the Crown Lands' offices in the Colonies or from the Colonial Agents in London. It must be borne in mind that as a rule the most favourably situated lands are the first to be occupied and that consequently the newcomer, if he takes advantage of the proffers of the Government, cannot expect to be so advantageously situated as he might wish. If possessed of a fair capital he will probably do better by availing himself of some one of the frequent opportunities of purchase from private individuals, or by applying to such corporations as the Natal Land and Colonisation Co., &c.

A transfer duty of four per cent. is charged on the

purchase price of land. The admirable system of **registration of title-deeds** which prevails throughout South Africa renders any difficulties subsequent to transfer impossible.

A primary consideration in the purchase of land in a country where water carriage is unknown except at a few points on the coast, is the question of **transport** and the settler must remember that the finest grain crops are worthless if it becomes necessary to carry them any great distance by ox-wagon. Consequently land not in the near neighbourhood of railway or port and with no local market is seldom suitable for agricultural pursuits and the settler in these districts would more advantageously turn his attention to stock.

Another consideration of some importance to the settler unacquainted with the country and one which must influence his choice of locality is the distribution of the two dominant white races in South Africa. An Englishman naturally prefers to be among his own countrymen but in this instance it is not merely a question of sentiment. Although race hatred cannot be said to exist, at least in the Colonies, the country Boer does not as a rule regard the Britisher with a favourable eye and the latter would have to depend entirely on his own resources at a time when intelligent advice is almost a necessity.

The Boer element prevails in the Western Provinces and in the Dutch Republics, the British in the Eastern Provinces and Natal. A considerable number of Germans, mostly located in the Eastern Provinces, are largely engaged in market gardening, and are doing extremely well.

Productions. The great extent of the country and the varying altitude allow of the cultivation in one part or another of almost every kind of crop.

WHEAT of the finest quality is cultivated largely in the South-Western and Queenstown Provinces of the Cape Colony and also on a smaller scale in Natal, but in neither instance in sufficient quantities to supply the requirements of the country. Wheat can be grown in almost any part of South Africa.

BARLEY, OATS and FORAGE are grown in all the more

temperate districts and are mainly used for horse fodder. Forage in South Africa implies unthreshed oat sheaves.

MAIZE or INDIAN CORN, more generally known as mealies, is mainly grown by natives for their own consumption. This crop requires moisture and succeeds best in Natal and parts of the Transvaal.

KAFFIR CORN, a species of millet, is also grown mostly by natives who use it as food and in the manufacture of Kaffir beer.

RICE of good quality is grown on the banks of the Olifants River in the Cape Colony.

POTATOES, as well as nearly every other variety of European vegetables, succeed in all parts.

SUGAR forms the main crop of the Natal coast lands where an average yield of nearly two tons per acre is obtained.

TOBACCO is grown nearly everywhere and of varying quality. The best varieties come from the Southern Karoo and the Transvaal.

COFFEE is grown on the coast lands of Natal but with indifferent success. The yield has largely fallen off and many of the plantations have been replanted with TEA—which bids fair to form a lucrative industry.

CAYENNE PEPPER and ARROWROOT are also grown on a small scale in the same districts.

South Africa, however is mainly a **pastoral** country. A glance at the figures of the imports and exports of any year will show that the agricultural products sent out of the country are insignificant and that few of the food necessaries, with the exception of meat, are raised in sufficient quantities for local consumption.

WOOL, OSTRICH FEATHERS, ANGORA HAIR and HIDES are, with the exception of minerals, the only items of importance, and STOCK FARMING of various kinds must be regarded as the staple industry.

Referring to the previous remarks under "Irrigation," it is certain that the same land which now produces nothing but hides, &c., at the rate of two to four morgen to each sheep or goat, is capable, under irrigation, of supporting as large a population to the square mile as any soil in the

world. The rich valley of the Paarl, the chief orchard of Cape Colony, whence come the grapes and peaches which are sent to England, is not so extraordinarily fertile as the Karroo land when water can be had. Its richness seems miraculous, one side of a wire fence being stunted veldt, and the other a garden where the weight of the fruit often uproots the tree it grows on, and where a succession of crops are gathered year after year without more manure than a little water.

Over and above the cultivation of ordinary crops there is a growing demand for fruit for jams and for export, and for vegetables, butter, &c., for the towns. Market gardens should be a most profitable investment. There are also cheese, bacon, lard, olive-oil, almonds, tobacco, manufactures in which tallow is required, dried fruits, vegetable fibres, the canning of fish, as well as the established industries of wine, brandy, and vinegar making, all offering fields for enterprise to those who really mean to do their best.

Undoubtedly one of the principal causes of the great preponderance of pastoral over agricultural pursuits is to be found in the unsatisfactory nature of the

Native Labour

obtainable, which is always liable to fail the farmer at the moment when it is most indispensable.

In the Dutch Republics where, strangely enough, the authorities persist in disregarding the equality of the naked, lazy and polygamous savage with his white brother, this difficulty is not so severely felt, but in the Colonies, where the employer's sole remedy for all misdemeanours is to bring the culprit before the magistrate whose sentence means a week's holiday for the one and additional loss of time to the other, it is not surprising that food supplies have year after year fallen below the requirements of the country.

Natal affords a striking phase of the difficulties of the native question. In that Colony the Kaffirs are about fourteen to one compared with the whites but, such is the inadequate nature of the labour supply, that over 30,000 Indians have been imported from India without whose

services the numerous plantations of this prosperous little Colony could not be worked for a day.

Indians in Natal are indentured for five years at wages ranging from 10s. to 14s. per month for adult males and 5s. to 7s. for females; rations, medical attendance and lodging must also be provided by the employer in accordance with Government regulations. The passage money of £17 10s. must be paid in yearly instalments of £3 10s.

Timber.

South Africa is very poorly wooded, the principal forests being found near the Knysna and in the eastern portions of the colony. These are all strictly conserved and licences to cut timber are very high ranging from 1d. to 1s. per cubic foot. There is also a certain quantity of timber in Natal.

The Cape Government takes some 100,000 sleepers a year, a large proportion of which comes from the Knysna, where there are several saw-mills. Sleepers are made of the yellow wood and creosoted, whilst spokes, naves and other parts of waggons, pick handles, &c., are generally turned in stink wood. There are a number of valuable trees besides these, and the preservation of the forests, which is now occupying serious attention, should lead to a permanent improvement in the timber industry.

Mining.

Openings for experienced miners are still to be found but are not nearly so numerous as formerly. The principal mining at present carried on is at Kimberley for DIAMONDS, in several districts of the Transvaal, &c., for GOLD and in Namaqualand for COPPER. The emigrant must however bear in mind that with two or three insignificant exceptions the nature of the formations in which the gold and diamonds occur render it difficult for the independent digger to make a living. Alluvial deposits of both exist in various parts of the country, but in no instance at present offer any solid inducement to the digger. Diamonds occur in the banks and bed of the Vaal River for a distance of about 70 miles

in the neighbourhood of Kimberley, a population of about 900 men being employed in the diggings which yield about £50,000 worth of diamonds per annum or an average of £55 per head.

The richest alluvial gold fields hitherto discovered are in the Lydenburg district of the Transvaal where nuggets of many pounds weight have been unearthed, but much of the ground has been worked out and more is in the hands of companies.

The colonial gold fields of Knysna and Prince Albert have proved utterly disappointing and it is doubtful whether a three ounce nugget has ever been found in either Cape Colony or Natal.

Mashonaland is no doubt full of gold, but the alluvial has already been thoroughly worked by the ancients.

Prospectors may of course draw a prize at any time, but prospecting is not only a hazardous employment but also one which is not well fitted to the ordinary emigrant, who is much more likely to get on by remaining steadily at work.

Silver is found in the Transvaal, but next to gold and diamonds, on which South Africa relies for its immediate future, the most important mineral is coal. This is found only in elevated positions where it has not been carried away by the action of time. On the upper plains it is found nearly everywhere from the Stormberg Mountains to the Portuguese territory on the Zambesi.

In close contact with coal there are enormous iron deposits, especially in Natal and the Transvaal, besides which there are lead, cobalt, tin, asbestos, and other minerals, most of which are awaiting development.

The amalgamation and shutting down of so many of the diamond mines makes gold by far the most important product as far as South Africa is concerned. As this cannot be profitably extracted without the use of the most improved machinery and processes of extraction, companies take the place of individuals. These companies afford, however, employment to numbers of men, and with the Beira railway opened, and the monopolies referred to under the heading "Transvaal" done away with, the number of skilled miners now employed will have to be largely supplemented.

The Game of South Africa.

When first discovered by Europeans the South African Continent swarmed with game in number and variety never equalled elsewhere. From one end of the land to the other the names given by the early settlers to mountain, river and plain attest the presence in those days of a host of noble and beautiful fauna, most of which have wholly disappeared from their former resorts. Lions were common even on the shores of Table Bay and van Riebeck is said to have met with one in his own garden. Antelopes of which there were over twenty varieties roamed in millions over the central plains, accompanied by vast herds of quagga and zebra. But the wanton destruction of two centuries has worked fearful havoc among these beautiful creatures and now many districts are almost destitute of animal life of any sort, while the true quagga and perhaps the roan antelope have been totally exterminated, and others, such as the gnu and the bontebok, only preserved to the Colony by the efforts of individual farmers. Only in the north of the Transvaal and the unhealthy districts of the north-east can any of the nobler of the South African fauna be seen; here probably for a few years to come will be found the sable antelope, the orijx, the white-tailed and brindled gnu and the giraffe, till they too shall have been annihilated by the Boer hunter who is quite satisfied if he can fill his wagon with horns and skins and cares not one jot for the extinction of a species.

In recent years however, steps have been taken by the Cape Government to put an end within the limits of the Colony to this indiscriminate butchering, and with a view to remedy in some measure the evils of the past the Game Law has been supplemented by the Amendment Act of 1886, by which special protection was accorded to the elephant, hippopotamus, buffalo, eland, koodoo, haartebeest, boschbok, bontebok, blesbok, rietbok, zebra, quagga and wildebeest, none of which might be shot for the space of three years without special permission from the Governor of the Colony.

The Game Law provides for the following close seasons:

From the 1st August to 31st January in the following districts :

Aberdeen, Albany, Albert, Alexandria, Aliwal North, Barkly East, Bathurst, Beaufort West, Bedford, Carnarvon, Calvinia, Cathcart, Ceres, Colesberg, Cradock, East London, Fort Beaufort, Fraserburg, George, Glen Gray, Graaf Reinet, Hanover, Herschel, Hope Town, Humansdorp, Jansenville, King Williams Town, Knysna, Komgha, Middelburg, Namaqualand, Peddie, Philipstown, Port Elizabeth, Port Nolloth, Prieska, Prince Albert, Queens Town, Richmond, Somerset East, Steynsberg, Stockenstroom, Stutterheim, Sutherland, Tarka, Tulbagh, Uitenhage, Victoria East and West, Wodehouse and Worcester.

From 1st July to 31st January in the following districts :

Bredasdorp, Caledon, Cape, Clanwilliam, Ladismith, Malmesbury, Mossel Bay, Murraysburg, Oudtshoorn, Paarl, Piquetberg, Riversdale, Robertson, Simons Town, Stellenbosch, Swellendam, Uniondale, and Willowmore.

From 16th August to 15th March in the following :

Kimberley, Barkly West, Hay, Herbert, Transkei, Galekaland, Griqualand East.

In addition to the close seasons the local authorities in any district may prohibit the killing of game, when scarce, for a term of years. As such terms are constantly expiring, being renewed, etc., the reader is referred to the *Agricultural Journal* published in Cape Town and filed at the British Museum, etc.

In Natal the close season for the partridge, pheasant, dikkop, guinea-fowl, hare and (antelopes) the impala, rheebok, steenbok, boschbok, bluebok, klipspringer and duiker extends from the 15th August to the 30th April. A special licence from the Governor is necessary for hunting the hippopotamus, eland, haartebeest, koodoo, rietbok, springbok, blesbok, ostrich, secretary-bird and turkey-buzzard, pauw, koorhaan, other antelopes not named, &c.

The results of the Game Amendment Act appear to be eminently satisfactory as it is officially stated that "the rarer and more beautiful antelopes are becoming in certain districts more numerous than at any previous time within

living memory, while game generally is plentiful throughout the length and breadth of the land".

In the Transvaal the hunting season extends from the 1st February to the 15th September. The elephant and the hippopotamus are protected.

In the Orange Free State the close season has led to so great an increase in the numbers of some of the antelopes that it will probably be extended or even done away with for a time.

The following enumeration of the principal South African fauna with their habitats, incomplete as it must necessarily be from the difficulty of obtaining reliable information on such a complex subject, may prove of service to the intending sportsman.

The **lion**, once so plentiful throughout Cape Colony, may be regarded as extinct south of the Vaal or Orange Rivers, but still exists in large numbers in the north of the Transvaal and in the territories beyond the Limpopo. The natives distinguish between several varieties, *viz.*, the white, red and grey-necked lion, the last of which is considered particularly ferocious. The length of the full-grown South African lion is about 12 feet from nose to tip of tail, height at shoulder 40 inches, weight 500 to 600 lbs., the lioness averaging 25 to 30 per cent. less than the male. Buffon states their length of life at from 20 to 30 years, but this is probably underestimated. They are gregarious in habit, generally hunting in troops of six or eight, although they are frequently met with alone or in pairs. As a rule they will not attack man, but when pressed by hunger there is no limit to their daring and they have been known to venture inside a wagon in search of food. Their strength is enormous, a full-grown lion being able to leap a wall with a bullock in his mouth and according to Delagorgne they can cover 18 paces at a bound. The most deadly shot is between the eyes.

A bullet behind the shoulder, although it may pierce the heart, does not always prove immediately fatal nor prevent the deadly spring. A safer shot is probably at the shoulder itself which disables the animal by breaking the bone.

The **leopard,** invariably misnamed the **tiger** in South Africa, is still common in nearly every mountain district and often proves very destructive to the herds and flocks of the farmers who poison and trap them in large numbers. They will seldom attack man unless wounded, when they become most dangerous, and many fatal accidents have occurred in encounters with them when brought to bay.

The length of the full-grown leopard is six to seven feet from nose to tip of tail, the tail itself measuring about three feet. The rare and beautiful black leopard is occasionally met with, a fine specimen may be seen in the Grahamstown museum.

The **elephant** has only been preserved from extermination in the Colony by the strictest preservation. Their habitat is now confined to the Knysna and Tzitzikama forests and to the neighbouring Addo Bush, forming a narrow strip of country about 250 miles long. Hunters must obtain a special permission from the Governor to shoot them. Elsewhere in the Colony and in the Transvaal, where 50 years ago they were met with in herds of several hundreds, they have been exterminated, with perhaps the exception of a few in the neighbourhood of the Portuguese border. Even between the Limpopo and the Zambesi they are growing very scarce and the rapidly decreasing supply of ivory is now drawn principally from Central Africa. Some idea may be obtained of the falling off of this trade by comparing the Colonial exports of 1875 valued at £60,402 with those of 1888 valued at £2089. The African elephant differs very considerably from the Indian species, most noticeably so in the ears which are of enormous size. Anderson states that the ears of a bull when extended in charging measure as much as 14 feet across the forehead from tip to tip. The formation of the skull also differs, the soft depression, so fatal to many an Indian elephant, being quite wanting and the brain being placed lower in the head. These peculiarities render the forehead-shot almost always ineffectual and Sir Samuel Baker states that on only one occasion has he succeeded in killing an elephant with this shot. The female is always tusked but more lightly than the male, the tusks of the former averaging 15

to 25 lbs. and those of the latter about 120 lbs. A single tusk however has been known to weigh 300 lbs. The hearing and scent of the elephant are most acute and few hunters when on foot care to attack him in the open. They have a great antipathy to noise and in the Knysna have been driven from many of their haunts by the mining operations carried on in the midst of the forest. When found trespassing on the roads they are easily scared away by whip-cracking, etc. Their age is uncertain, but in captivity they have been known to live 120 years. At one time the Romans used the elephant as the symbol of eternity.

The **rhinoceros** was formerly spread over the whole of South Africa and we read of one charging Governor van der Stel's coach near Cape Town in 1685. The black rhinoceros lingered in the recesses of the Addo Bush till the middle of the present century but all varieties are now extinct in the Colony and Transvaal. The varieties still found in the remoter parts of South Africa are the Keitloa, length from nose to base of tail 11 feet 1 inch, height at shoulder 5 feet, circumference of belly 9 feet 8 inches, the R. Bicornis, somewhat smaller and the R. Simius, length 12 feet, height at shoulder 5 feet 7 inches, circumference of belly 12 feet 1 inch. All three varieties are provided with two horns, but with the exception of the R. Bicornis the back horn is not much developed.

The **hippopotamus** formerly abounded in every river of the Colony but it is now confined to the neighbourhood of the mouth of the Orange River. A few still exist in the Zululand streams in the neighbourhood of the sea-coast and they are more plentiful in the rivers of the Portuguese territory. The skin, one and a half inches to two inches thick, is valued for making sjamboks (hide whips) and the tusks, formerly used in the manufacture of artificial teeth, once fetched a high price. The length from tail to snout is about 14 feet and they are only second in bulk and weight to the elephant. The fatal shots are beneath the eye and behind the ear.

The **buffalo** still exists in the Tzitzikama and Knysna forests and in the Addo Bush where the dense scrub renders it very dangerous to hunt. With these exceptions they are

not found south of the Limpopo. As a rule they inhabit marshy ground and share with the lion the distinction of being the most dangerous opponents the hunter can meet with.

A buffalo has been known to drive one of his horns clean through a horse's breast and out through the saddle. They may not be shot in the Colony or Natal without permission.

The **giraffe,** miscalled by the Dutch **kameel** or camel, appears to have been always rare in the Colony. It is now quite extinct, but may be found in small numbers in the north of the Transvaal. A full-grown giraffe stands from 18 to 19 feet high measured in a perpendicular line from the head to the ground. The skin is valued by the Dutch for whip lashes it being possible to cut a strip 20 feet long down the back.

The **zebra** is still met with in some of the wilder mountains of the Eastern Provinces; a variety almost invariably confounded with the extinct quagga, exists in considerable numbers in the north of the Transvaal, but differs from the true zebra in the sienna-coloured markings between the black stripes, and in its more graceful proportions. The body colour of the true zebra is pure white and the black markings extend to the hoof. The QUAGGA on the other hand with which it is often confounded was only striped to the centre of the body. The last named beautiful animal has been exterminated, although only a generation back it was found in immense numbers on the plains of the Free State. It is stated by Bryden never to have been met with north of the Vaal River so that it is highly improbable that any of this species can have found refuge in less accessible parts of the Continent.

The **antelopes** are known principally by their Dutch names. Inappropriate as they invariably are, they have too great a hold ever to fall into disuse and the English names are frequently only a corruption of the Dutch :—

The **eland** (lit. elk; oreas canna) is almost extinct south of the Limpopo. It is the largest of the antelopes, weighing from 900 to 1000 lbs. Length from horns to base of tail 8 feet 11 inches; horns 2 feet 10 inches long; height at shoulder 5 feet $9\frac{1}{2}$ inches. They are unsuspicious in their habits and their meat being excellent no doubt accounts

for their disappearance from the plains where they formerly abounded.

The **bastard haartebeest** (lit. stag-ox; bubalus lunatus. Eng. Sassaby) length 6 feet 10 inches; height at withers 4 feet. Rare in South Africa.

The **zwaart-wit-pans** (lit. black with white belly; Aegocerus niger; Eng. sable antelope) is still found in the north of the Transvaal.

The **blauwbok** (lit. blue goat; hippotragus leucophaeus; Eng. roan antelope) is probably all but extinct. It was formerly common in the Swellendam district. The horns are sharp pointed and inclined backward. This antelope is slightly larger than a fallow deer.

Koodoo (Hottentot name; strepsiceros kudu) is the most plentiful of the large antelopes. It is found in considerable numbers in the Eastern Provinces and elsewhere. The horns are long and spiral and the hide is converted into excellent leather. The height at the withers is thirteen to thirteen and a half hands.

The **gemsbok** (lit. chamois; oryx capensis; Eng. oryx) is found in the extreme north of Cape Colony, in the Kalahari desert and in the German territories to the north of the Orange River. It stands 46 inches at the shoulder and is furnished with sharp straight horns, 3 feet long. The head is pure white with black markings. It has frequently been known to beat off the attacks of the lion and the two skeletons have been found lying together, that of the latter transfixed on the terrible horns of the former. It figures on the Cape coat of arms and is in all probability the origin of the unicorn, the two horns, when seen in profile, appearing as one.

Bontebok (acelaphus pygargus. Eng. pied or harnessed antelope) formerly plentiful everywhere but now extinct in the Colony and Free State with the exception of a few preserved near Cape Agulhas. It is still found in the Transvaal and Bechuanaland. The horns are 9 inches long, pointing backward; the coat is tawny in colour with peculiar white markings from which it derives its name.

Blesbok (acelaphus albefrons) so called from the white *blaze on* the face. It is very rare within the Colony, but is

shot occasionally in the Free State and more frequently in the Transvaal. The horns are 16 in. long pointing upwards and outwards.

Springbok (lit. jumping goat; gazella euchore) one of the most plentiful of the antelopes and found throughout the Colony but principally in the north and in the mountainous districts. Also in the Free State, Transvaal and adjoining territories. It stands 32 in. at the shoulder and is 58 in. long. The horns are 12 in. to 14 in. long, black, annulated and bent inward.

Rietbok (eleotragus arundinaceous) found in the north of the Colony, Griqualand West and the territories to the north; more rarely in the Eastern provinces and Natal. Length 4 ft. 5 in.; height 34 in.; weight 80 to 100 lbs.; a slow runner. Horns very fine, 15 in. long and inclined forward.

Vaal (grey) rhebok (pelea capreola), fairly plentiful in many of the mountain ranges of the Colony and Natal but seldom seen on low ground. Height at shoulder 2 ft. 6 in.; length 5 ft.; horns straight and pointed, 9 in. long. It is very shy and swift and can seldom be run down.

Rooi (red) rhebok (eleotragus reduncus) generally found in the neighbourhood of the grey rhebok but on lower ground.

Klipspringer (oreotragus saltatrix; English rock-buck sometimes called the klipbok). Still plentiful on the more rugged and solitary mountains, where, owing to the nature of its habitat and its extreme agility, it is not likely to become extinct. It stands 22 in. at the shoulder, is sturdily built and is furnished with straight short horns.

Haartebeest (lit. stag ox,—acelaphus caama) is found in the neighbourhood of the Orange River, in the north of the Colony and in the territories beyond. It stands 3 ft. 11 in. at the withers, is 6 ft. 11 in. in length and weighs 4 to 5 cwts. The horns rise from a peculiar bony protuberance on the skull. The body colour is chestnut. It is swift and shy.

Zwaart wildebeest (lit. black wild ox; catoblepas gnu; Eng., white-tailed gnu), is extinct within Cape Colony except in the province of Victoria West, where it is

preserved. It is one of the supporters of the Cape Colony coat of arms.

Blaauw wildebeest (lit. blue wild ox; catoblepas gorgon; Eng., brindled gnu). Always rare in the Colony and now extinct south of the Vaal and Orange. It is still found in considerable herds in the north of the Transvaal. Length from nose to base of tail, 7 ft. 4 in.; horns 1 ft. 9 in. long; height at shoulder 4 ft.

Steenbok (lit. stone goat; tragulus rupestris), one of the smallest and most beautiful of the antelopes, stands 20 in. high at shoulder and is 35 in. long, with short straight horns 4 in. long. It is found almost everywhere in hilly grounds particularly when of a stony and bushy character.

Blaauwbok or **kleenebok** (lit. blue or little goat; cephalopus pygmaeus) the smallest of the antelopes, scarcely larger than a guinea-pig. This little creature is plentiful on the eastern coast of the Colony.

A variety known as the CEPHALOPUS NATALIENSIS, found in Natal, is slightly larger than the Cape specimen and has conical horns.

Duiker (lit. diver; cephalopus mergens), plentiful throughout South Africa in bushy country. It stands 2 ft. high with short straight horns 4 in. long, is dark brown in colour and has gained its name by its habit of diving into the thickest bush when alarmed.

Boschbok (lit. bush buck; tragelaphus sylvaticus), common in the bush country of the Eastern Provinces. It is a slow runner and easily caught in the open but will fight when brought to bay and barks like a dog.

Grijsbok (nanotragus melanotis) a variety of the steenbok with the same habitat as the boschbok.

Bleekbok (nanotragus scoparius; Eng.: ourebi) found in Somerset East and other parts of the Eastern Provinces and Natal. It stands about 22 in. high and weighs about 30 lbs. Horns 5 in. long ringed and inclined backward.

A few other varieties of the antelope as well as the **hyena, wolf, wild dog** and **jackal** are to be found in the less settled parts of the country. The first, with its immensely powerful jaws, is, fortunately for the flocks and herds,

becoming scarce in the Colony. The jackal is valued for his skin, from which beautiful rugs are made.

The **wild pig** is found in the Eastern Provinces and **baboons** abound in almost every mountain range.

With regard to the **Game Birds** of South Africa Bryden says "the sportsman of these islands of ours who wanders now-a-days so far afield in search of game whether furred or feathered can have but little conception of the diversity of feathered game that lies everywhere at hand in South Africa or I imagine that the Cape Colony would be much more exploited by fowlers than it has been hitherto. Within the Colony alone there are to be found no less than five or six kinds of FRANCOLIN, six or seven kinds of BUSTARDS, two species of QUAILS, one of GUINEA-FOWL, one or two of the SAND GROUSE family and two sorts of SNIPE. In this list I have not included WILD DUCK, WILD GEESE, TEAL, WIDGEON and RAILS, many of the species of which abound".

The largest wild bird of South Africa is of course the **ostrich** which may still be found running wild in some parts of the Colony; prior to its domestication it bid fair to become in a few years as extinct as the dodo. The wild birds of the Colony are principally tame birds which have been turned adrift by the farmers in unprofitable seasons. The true wild bird still exists north of the Vaal and Orange Rivers but is rapidly diminishing in numbers being eagerly hunted for its feathers which fetch a far higher price than those of his domesticated brethren.

Bustards.—Next in size is the **great Kori bustard,** named by the Dutch **gompauw** or gum peacock from its supposed fondness for the gum of the mimosa tree. A cock bird will sometimes stand 5 ft. high and will weigh up to 60 lbs. but the female is considerably smaller. These birds can seldom be killed with a shot gun.

Another variety of the bustard is the **koorhaan,** about the size of a large fowl. It is a great runner and fairly abundant everywhere in South Africa, its irritatingly harsh croak soon becoming familiar to the sportsman. A rarer variety the **blue koorhaan** is found principally in the Eastern Provinces.

The foregoing notes will show that although some of the smaller antelopes are fairly numerous throughout the Colony and that occasionally a few of the nobler species may be met with, yet the sportsman whose soul thirsts after big game must go further afield.

The most accessible **hunting grounds** left are the east and south east of the Transvaal; the Portuguese Territory north of the Pungwe River and comparatively close to Beira; and the country some 30 miles to the north and north west of Fort Salisbury. The first affords good all round shooting especially as regards antelopes; the second is the most varied and the district still teems with millions of all sorts of game; the third is excellent and the sable and roan antelopes are common. It is trusted that the sportsmen who go there to shoot will remember that there are others who would like to come after them.

The healthiest season of the year in which to visit those parts is during the winter months from May to November inclusive when little or no rain falls, whereas during the wet summer months fever is very prevalent in most of the low lying districts and some parts of the country are quite uninhabitable.

The **outfit** necessary for such a trip includes a tent-waggon and team of 12 to 16 oxen, costing altogether from £180 to £300. These waggons are Colonial made, without springs, covered in with canvas and exceedingly strong. The woods employed are also principally of Colonial growth. A special pattern is made for up-country trips, giving an extra breadth over the wheels and provided with lockers for provisions, &c., which are far more commodious than the ordinary tent waggon in which sleeping accommodation is decidedly limited.

Two boys, as the natives are invariably called, are required to look after the oxen. The first, the driver, receiving about £4 per month, carries the whip, an instrument with a handle 12 ft. and lash 20 ft. long used with both hands, after the manner of a rod in fly-fishing and terribly punishing in the hands of an expert but apt to curl painfully round the person of the amateur. On a heavy road the driver runs alongside the oxen urging them on with yells

accentuated with lashes from his enormous whip which fall on their hides with cracks like pistol shots. A thick heavy *sjambok* of hippopotamus hide is also carried for the benefit of the "aachter osse" or wheelers. These, with the span in front of them being well within reach, come in for the most generous share of encouragement, and it is rarely that in an up-country Boer's team one of this unfortunate quartette does not rejoice in the name of the Englishman. The second "boy," who is often literally a lad, receives about 30s. per month and is known as the "voor-looper" or fore-runner, his duty being to lead the front span of oxen by means of a leather rein attached to their horns when there is any chance of their straying off the road. Occasionally, when the driver's throat has temporarily succumbed to gutturals unapproachable by an Englishman, he takes a turn at the whip and shouting. He has also to keep an eye on the oxen when grazing and prevent their wandering.

Taking one day with another on ordinary roads oxen will not cover much more than fifteen miles, but when roads are heavy and oxen poor it is often hard work to do more than five.

It is also advisable to take at least one more boy to see to the cooking, beds, &c. Any others that may be required are best picked up *en route*, as they then know the country and can serve as guides.

A horse for each white member of the party will also be required and these should not cost more than £15 a-piece as they will not be wanted for show. If the trip is to be extended beyond the winter months "salted" horses, *viz.* those that have been attacked by and recovered from the horsesickness, should be bought as others will certainly succumb to this disease. The price of salted horses is much higher, ranging from £35 to £100, but comparative immunity from a recurrence of the sickness renders them worth the money.

The choice of **guns** is a difficult thing on which to advise and must mainly depend on the nature and size of the game which may be met with. The Boers as a rule use nothing but the military pattern of the Martini-Henri rifle for every kind of game but the elephant, and consequently,

unless far away from any centre, ammunition for this rifle can always be obtained. The Boers frequently keep the old cases and refill them, but if this be done care must be taken to push the detonator right home, as fatal accidents have occurred through the block in rising exploding the cartridge.

For elephants, of course, a far heavier rifle is necessary. In many Dutch farm-houses the old smooth-bore elephant "roer" may still be seen, carrying a 4 oz. spherical bullet and weighing 30 lbs. or more, with which the hunters of a century ago decimated many a herd. The flint lock seems to have died hard in this land of conservatives and some old patriarchs still claim its supremacy over the modern weapon for night shooting when the preliminary flash in the pan allowed the hunter to pick out the vital spot in his quarry, seldom more than a few yards distant.

For the heaviest game Sir Samuel Baker recommends a pair of double No. 8 rifles, weighing 14 to 15 lbs. each and burning 12 to 14 drams of powder, with a hardened bullet weighing 3 oz. With regard to smaller game he says, "For all animals above the size of a fallow deer and below that of a buffalo I prefer the ·577 express, 648 grains solid bullet and 6 drams powder, *not* 6½. For game smaller than fallow deer downwards I prefer the ·400 express with a charge of from 85 grains to 4 drams of powder and a solid bullet." He also particularly cautions those who may meet with dangerous animals from using the hollow bullet which is liable to break up into small shot against the bones and harder muscles. For antelope the Winchester Repeater will be found a good all-round useful weapon.

In reference to other outfit and stores the purchaser must bear in mind that although it will be of the greatest inconvenience to overload the waggon, at the same time his waggon is to be his home for at least some months during the greater part of which he will be unable to purchase anything whatever. His baggage must therefore be limited to necessaries but nothing necessary must be left behind.

If, as is emphatically recommended, he choose the **winter season,** he is never likely to experience better health in his life, but quinine should be taken for fever and chlorodine for dysentery.

Folding stools must be included and although a folding table may sound sybaritic it is easily lashed to the side of the waggon and will be duly appreciated by any one who has experienced the misery of constantly eating doubled up with the plate on his knees.

The best **starting points** for the north are Kimberley and Pretoria where everything may be purchased at reasonable prices and advice may be obtained from the numerous up-country traders who still make it their depôt. For Advertisements see pages 21, 53, 71, 74.

Those desirous of shooting small game such as partridges, etc., will have poor sport unless they have a good dog or two. Dogs broken to the gun are almost unpurchasable in South Africa and the enormous price (five guineas) charged by the mail boats has been instrumental in preventing the importation of dogs for improving the breed; those to be found are in consequence mostly mongrels. The best shooting dog is probably a cross between a pointer and a setter or a pure-bred pointer. Long haired dogs should be avoided owing to the ticks. Any one making special arrangements allowing of his taking out a small pack of dogs or hounds might well develop some new sport which would afford endless amusement and sell his dogs very well when leaving. Tracking the leopard, coursing the antelope or hunting the jackal are all practicable in the immediate vicinity of comfortable quarters and packs of hounds are kept in one or two places.

Both in the Colony and Natal attempts have been made to introduce trout. As regards flies the shad, a native fish, takes the red spinner, the black gnat and the March Brown.

HISTORY OF THE CAPE.

Early History.—Prior to the appearance of Europeans, South Africa can hardly be said to have any history. The art of writing, even in its most primitive forms, never appears to have been known to the natives, and the ever recurrent intertribal warfare effectually prevented con-

secutive traditions being handed down through any considerable number of generations. The occasional discoveries in river beds and recent alluvial deposits of stone implements and weapons prove the country to have been inhabited from the earliest times and, from the total absence of ruins of any importance south of the Limpopo, we may infer that these people, whoever they were, never rose above the condition of savages.

Conjecture has long been busy with the traces of an ancient civilisation discovered between the Limpopo and Zambesi Rivers and the recent researches of the Chartered Company will doubtless ere long throw a stronger light on these interesting remains.

The earliest historical record which undoubtedly refers to the circumnavigation of South Africa is the well known passage in Herodotus (Melpomene. 42) where he mentions the fact of an Egyptian fleet despatched by Necho about 600 B.C., which, manned by Phoenicians, sailed southward from the Red Sea and returned two years afterwards through the Pillars of Hercules. It is also probable that the expedition of Sesostris (Ramses II.), about B.C. 1400, mentioned by the same author (Euterpe. 102) refers to the African Coast perhaps as far south as Madagascar and that the Indians who collected gold dust by means of ants (Thalia. 98) were rather natives of the East Coast of Africa than of the East Indies.

The Portuguese.—The first Europeans to visit South Africa were undoubtedly the Portuguese who, during the fifteenth century, made repeated efforts to reach India by doubling the southern extremity of the Continent. Again and again expeditions were despatched with this object, but one after another returned to the Tagus, baffled by fever, scurvy or headwinds, to report a continuous line of coast in which no break could be discovered. In those early days the value and nature of the trade winds were not understood and, as these expeditions always left during the European summer, they were fairly certain, after a six months' voyage, to fall in with a succession of gales from the south-east which their scurvy weakened crews and clumsily built

vessels could hardly be expected to contend against with success.

At last, after seventy years of failure, an expedition left Lisbon in 1486 which was destined to be more fortunate. Two vessels of fifty tons each under Bartholomew Diaz succeeded in reaching Angra Pequeña where a marble cross was erected. Leaving the bay they were driven far to the southward past the Cape, the next land sighted being probably in the neighbourhood of the Knysna River. From here they proceeded to Algoa Bay where another cross was erected. At this point the crews became mutinous and, after stipulating for another three days' advance, Diaz sorrowfully consented to retrace his course. On his return voyage he sighted the Cape of Good Hope which he named "Cabo Tormentoso" the Cape of Storms.

Strangely enough no immediate advantage was taken of this discovery, and it was not till 1497 that an attempt was made to derive commercial benefit from the information brought home. In that year a fleet of four vessels of 125 tons each under Vasco da Gama sailed for India and, after a five months' voyage, landed at St. Helena Bay. They then doubled the Cape and discovered the Natal coast on Christmas Day. On the return from India no landing was made in South Africa.

In 1503 Antonio Saldanha. also a Portuguese, landed in Table Bay and was the first European to ascend the Mountain. Seven years later D'Almeida, Viceroy of India, returning home after breaking the naval power of the Ottoman Empire in the Indian Ocean, was slain with sixty-five of his men in an insignificant scuffle with the natives on the grassy slopes at the foot of Table Mountain, an event which struck such terror into the Portuguese that they seldom after this attempted a landing on the coast but ran from St. Helena to Sofala without a break.

Sir Francis Drake.—In 1580 Sir Francis Drake, returning home from his voyage round the world, doubled the Cape which he describes as "the most stately thing and fairest Cape we saw in the whole circumference of the world".

First Appearance of the Dutch.—In 1595 the

first Dutch fleet was seen in these waters on their way to India. In 1620 the English flag was hoisted on Signal Hill but no settlement was attempted and nothing of importance took place until 1648 when a Dutch vessel, the "Haarlem," was driven ashore and wrecked in Table Bay. After a residence of several months the crew were taken off and gave such a glowing account of the country and its resources that the Netherlands East India Company decided to form a station in the bay where their East Indian fleets might obtain refreshment.

Van Riebeek.—Accordingly in 1651 three vessels under Jan van Riebeek left Holland and arrived in Table Bay after an extraordinarily quick passage of 104 days. A few months later the fleet sailed away leaving rather more than a hundred souls to form the first European settlement in South Africa.

The first commander, Van Riebeek, was an irascible little man of indomitable perseverance who had served as a ship's surgeon in the Dutch East India Company and whose varied knowledge gained in all parts of the world, united to his energy of character, rendered him perhaps the fittest man that could have been chosen for the post.

The first work was the building of the fort of Good Hope destined to serve as a defence against attack from the sea on the one hand, and the possible treachery of the natives on the other. As the prime object of the settlement was the victualling of the Dutch fleet, he next proceeded to lay out vegetable gardens and obtained a large number of cattle in barter from the Hottentots. Energetic steps were taken to exterminate the wild beasts that swarmed in the kloofs of Table Mountain, and rewards were offered of 25s. for a lion, 16s. 8d. for a hyena, and 12s. 6d. for a leopard, very considerable sums when we remember that the Governor's salary only amounted to £7 10s. per month.

The vine was introduced from Germany in 1653, whale and seal fisheries were established, trade in timber commenced, a hospital for sailors was erected in 1656, and farming on a large scale began in the neighbourhood of Rondebosch. Van Riebeek also attempted to extract silver from the rocks of Table Mountain but needless to say without

success. Another of his favourite projects was the introduction of Chinese labour into the settlement, and it is probably because no Chinese convicts were to be found in the Batavian prisons at the time that the colony is not to-day overrun with Celestials.

In 1659 an unsuccessful attempt to seize a vessel in Table Bay led to the prompt expulsion of all English and Scotch settlers who appear to have been chiefly concerned in the plot. The following year a French vessel was wrecked in the bay and the first infusion of French blood into the colony was effected by thirty-five Huguenots on board joining the service of the Company. In 1662 Van Riebeek sailed for Batavia after a sojourn of exactly ten years and was replaced by Commander **Wagenaar.**

The breaking out of hostilities between England and Holland in 1665 occasioned the latter considerable anxiety with regard to the safety of her dependencies and the first fort being deemed insufficient to repel a serious attack from the sea, the castle, which still forms a prominent feature of Cape Town, was commenced. The construction however dragged on slowly and the fortress was not completed for many years.

Van Quaelberg, Halkius.—Wagenaar was succeeded by Van Quaelberg, Peter Halkius and Van Overbeek, the last mentioned completing the castle and formally purchasing from the Hottentots the whole of the Cape Peninsular including the territory as far as False Bay, the Hottentot's Holland Mountains on the east, and Saldanha Bay on the north-west, a point which the French had recently endeavoured to occupy without success. The price paid was nominally £1600 but the goods actually handed over were only worth £9 12s. 9d., a melancholy demonstration of the lack of Aborigines' protection societies in those days.

Goske 1672.—Owing to the threatening preparations of Louis XIV., Overbeek was replaced in 1672 by Goske, the title of Commandant being altered to that of Governor and the salary raised to £25 per month. At this time the white population, including the Company's soldiers and servants, did not exceed 600.

Shortly afterwards the Netherlands were invaded by all the forces of the "Grand Monarque" and his German mercenaries, in co-operation with the English fleet, sold to the French by Charles II. Although almost entirely conquered on land, Holland withstood all attacks at sea and an expedition from Table Bay even captured St. Helena temporarily from the English. The latter however, under Commodore Munden, did great damage to the Dutch carrying trade, the effect of which was felt long after the peace with England in 1674.

Bax, Simon van der Stel.—Goske was succeeded by Bax who died in 1678, when the title of Governor was reduced again to that of Commander, the post being occupied by Simon van der Stel who, nevertheless, was destined to exercise greater influence than any of his predecessors.

Van der Stel immediately set to work to enlarge the boundaries of the settlement. Stellenbosch (named after himself and his wife whose maiden name was Bosch) was founded in 1680 and rapidly rose in importance. He also greatly enlarged and improved the Company's garden which at this time became celebrated throughout Europe and of which a part still remains in the Government Avenue at Cape Town. Agriculture was greatly encouraged and in 1684 for the first time the proceeds of the harvest exceeded the requirements of the settlement. In the same year the Commander laid out the celebrated farm of Constantia near Wynberg which speedily gained and has ever since retained a high reputation for the wine produced there.

Expedition Northwards.—The following year an important expedition under the command of Van der Stel in person set out to explore the country to the north with the object of discovering the Copper Mountains, the existence of which had long been known. The party returned after a successful and adventurous journey of five months, but the natural difficulties were considered so great that no attempt to work the mines followed, these wonderful mineral deposits remaining in fact unopened until quite recent years.

Purchase of Natal.—At this time the South African coast was the scene of many shipwrecks some of

which are worthy of notice on account of the adventures and sufferings of the survivors and of their influence in the development of the Colony. The romantic adventures of the crews of the "Stavenisse" and two other ships, of which some of the survivors escaped to Cape Town in the "Centaurus," a vessel built by themselves whilst others were rescued from the interior which they had endeavoured to cross on foot, were the direct cause of the purchase from the natives of the Bay of Natal. The nominal cost was £1650 and the actual outlay about £50 in goods.

The revocation of the Edict of Nantes in 1685 by Louis XIV. led to the immigration of a large number of Huguenots who were located principally in Drakenstein and French Hoek. In the war with France which followed two French East Indiamen were captured in Table Bay with cargoes valued at £50,000, and in 1690 Van der Stel was raised to the dignity of Governor in recognition of his services.

The old hospital being inadequate a new building capable of receiving 750 patients was commenced in 1694, such extensive accommodation being rendered necessary by the scurvy which seldom failed to attack the crews in their long voyage from Europe. The ravages of the disease at that time appear almost incredible and it is difficult to understand how sailors could be obtained to man the fleets, it being not at all an uncommon thing for from fifty to eighty per cent. of the crew to be carried off. In some instances in fact vessels have been boarded at sea without a living soul on board.

W. Adriaan van der Stel.—In 1699 Simon van der Stel resigned and was succeeded by his son Wilhem Adriaan. The Colony still continued to extend its boundaries and, in spite of difficulties with the natives, the burghers pushed farther and farther to the eastward in search of good grazing land for their cattle. Sheep farming at this time was unknown and several attempts to introduce it had failed. The same want of success had attended the introduction of silk-worms.

In 1707 Adriaan van der Stel was recalled owing to charges of maladministration brought against him by the burghers. In 1713 a terrible outbreak of smallpox occurred

which is calculated to have carried off 25 per cent. of the white population and, spreading among the Hottentots, effectually solved the native question of those days by almost exterminating them. A cattle plague followed in 1714, and in 1719 horsesickness appeared for the first time and has never since quitted the country.

Pasques de Chavonnes.—First English Trading Vessel 1714.—Pasques de Chavonnes was appointed Governor in 1714, and in the same year the first English trading vessel appeared on the coast. Seven years later attempts were made by the Dutch Company to establish a station at Delagoa Bay, which had recently been evacuated by the Portuguese, but the malaria proved so deadly to the garrisons in charge that, after an unsuccessful expedition to discover the gold fields known to exist in the neighbourhood, the settlement was abandoned in 1730.

Pieter de Noordt, J. de la Fontaine, van Kervel, Swellengrebel.—De Chavonnes, who died in 1724, was succeeded by Pieter de Noordt, Jan de la Fontaine, van Kervel, and in 1737 by Swellengrebel.

From this time the prosperity of the Dutch East India Company steadily declined, partly owing to abuses in the home Government, but more directly to the competition of the English and French in the Indian markets.

A less important agency, but one which must have materially affected the prosperity of the Company, was the constant casting away of richly-laden merchantmen in Table Bay itself. In 1722 seven Dutch and three English vessels were wrecked on its shores, occasioning a loss of 600 lives and goods to the value of over a quarter of a million sterling, whilst in 1737 a single gale destroyed seven of the Company's East Indiamen in the same place. These repeated disasters led to the commencement of the old mole in 1743, which however was abandoned three years later, and a small station was erected on the shores of Simons Bay to be used as a port of call during the winter months.

Swellengrebel was succeeded by Rijk van Tulbagh during whose administration the Colony made rapid advances in prosperity. In 1756 immediately after an alarming

epidemic of smallpox, the white Colonists numbered 5123 with 5787 slaves.

Van Plettenburg.—In 1771 Van Plettenburg became Governor, and affairs speedily fell into confusion. Corruption and extortion led to open discontent, whilst on all sides the natives were up in arms, and to make matters worse news arrived in 1781 of the declaration of war with England.

War with England, 1780.—The Indiamen in Table Bay were at once sent to Saldanha and Houts Bay for protection. An English fleet, with 3000 troops, left Spithead under Commodore Johnstone in March to take possession of the Cape, but was attacked on the way out and partially disabled by a superior French fleet under Admiral de Suffren whilst most of the men were on shore fetching water. The French were eventually driven off, but reached the Cape and landed two regiments of infantry a month before the British ships were sighted. Johnstone considered his force too small to act successfully against the settlement, and contented himself with seizing the Indiamen in Saldanha Bay. Peace was concluded in 1783 but the Dutch mercantile marine was almost annihilated during the war.

De Graaf.—Plettenburg was recalled in 1785 and was succeeded by Colonel de Graaf who founded Graaf Reinet and proclaimed the Fish River the western boundary of the Colony. Complications with the natives speedily followed. The burghers when victorious were thwarted by the home Government, abortive attempts were made to buy off the Kaffirs, the boundary was retroceded and a spirit of revolt was engendered amongst the Colonists. At the same time the financial state of the Dutch East India Company became so involved that it was only saved from bankruptcy by Government interference, and commissioners were sent out to investigate the causes of complaints and reduce the expenditure. The result was an increase of taxation, and consequently of the general dissatisfaction, finally accentuated by another disastrous Kaffir raid which the burghers were hindered from revenging by the impotent and short-lived peace of 1793.

Sluyskens.—War with France.—War with Great Britain.—British Occupation.—At this moment France declared war against Holland and the commissioners sailed to Batavia leaving Abraham Sluyskens in command with an empty treasury, a native war, a mutinous population and a possible foreign invasion on his hands. The invasion came on August 7, 1795, but from an unexpected quarter, and the arrival of the English fleet was the first intimation of the fact that the Batavian Republic was now allied with France against Great Britain. Sluyskens was unable to hold out, the Castle capitulated on the 16th September, and the Colony was handed over to the British who held it for seven years until the peace of Amiens in 1802 again restored it to Holland.

The condition of the Colony under English rule appears to have vastly improved; all restrictions and monopolies were taken off trade, torture was abolished and it is estimated that the Government spent at least one and a half millions of money in the country which had formerly been on the verge of ruin.

Re-occupation by the British 1806.—In 1806 war again broke out between Holland and Great Britain and a British force of six regiments was landed on the Blaauwberg beach. The following morning the Dutch army of 5000 men marched from Cape Town but were defeated. Commander Jaansens capitulated two days later, and from that day the Colony has remained in the hands of the British.

Possession was formally ratified in 1815 on payment to Holland of £6,000,000 sterling, the Colonies of Demerara, Essequibo and Berbice being included in the sale.

The white population numbered at this time 26,700, holding 29,300 slaves; the suppression of the slave trade was one of the first actions of Earl Caledon, the Governor, who also established a system of post riders between the various districts and instituted circuit courts.

First Kaffir War 1811.—The first serious Kaffir war occurred under his successor, Sir Francis Cradock, in 1811, when the Kaffirs entered the neutral territory between the Fish and Sundays Rivers in force. The murder of Landrost Stockenstroom which followed, led to terrible retaliation on

the part of the Colonists. The Kaffirs were finally driven back at all points and the headquarters of the troops engaged on frontier service were fixed at a central position which has since become Grahamstown.

The most important act of Sir Francis Cradock's administration was the proclamation of 1812 by which farmers were allowed to convert their lands, hitherto held on yearly lease from the Government, into perpetual quit-rent properties thus becoming independent yeomen.

Boer Rebellion 1815.—Sir F. Cradock was succeeded by Lord Charles Somerset. The following year the Boer rebellion of 1815 broke out, occasioned principally by the discontent with which many of the Colonists regarded the liberal views of the Government respecting native policy. The rising was soon after put down by the military, aided by a party of loyal Boers, and five of the ringleaders were hung.

Second Kaffir War 1819.— In 1817 the new policy was inaugurated of endeavouring to control the natives by means of a native chief, duly recognised by the Government as paramount, and held responsible for the good conduct of his subjects. Other chiefs however failed to pay him due obedience, and, after desultory fighting, a serious rising took place under the celebrated Makana.

This man, better known as "Linksh" or Left-handed, who claimed to be in communication with the spirit world, formed the design of amalgamating under one head the scattered clans into which his countrymen were divided; the immense influence he possessed over the superstitious natives would probably have enabled him to carry his project into execution, had he been opposed by any other than European troops. In the early part of 1819 he led a force of 10,000 blacks across the Fish River and fell suddenly on Grahamstown which was successfully defended by Col. Wiltshire and 320 men. The war closed with the voluntary surrender of Linksh who was sent to Robben Island, and was drowned two years later in attempting to escape. For many years afterwards his followers looked for the reappearance of the prophet, believing that he would yet lead them on to victory. The result of the war was the extension of the Colonial boundary to the river Keiskamma.

The Albany Settlers.—The most important event during Lord Somerset's administration was the immigration of the Albany settlers of 1820 to the number of almost 5000; each family was allowed 100 acres of ground and was bound to employ none but free labour.

Lord Somerset was succeeded in 1826 by Major-General Bourke.

Native Magna Charta.—In 1829 the ordinance which has been called the Magna Charta of the natives was enacted by which it is declared that "all Hottentots or other free persons of colour lawfully residing within the Colony are in the most full and ample manner entitled to all and every right, benefit and privilege to which any other British subjects are entitled".

Slave Emancipation.—Early in 1834 Sir Benjamin Durban was appointed Governor, his first duty being to give effect to the Act for the Emancipation of Slaves which had been passed the previous year. The number of slaves in the Colony at this time was 35,700 valued at £3,000,000 stg. but only £1,200,000 was granted in compensation. Such a radical measure could hardly have been carried out without creating great discontent, but the Government of the day seems to have taken little or no precaution to ensure the farmers receiving even the mutilated justice possible under the circumstances, and much of the money, inadequate as it was, found its way into the hands of sharpers. So little was the nature of the transaction understood by many of the Boers that they sold their claims to their better informed neighbours for a fraction of their value, while others of sturdier character refused to accept the partial compensation for what they regarded as a wholesale robbery.

The feeling against the Government became so strong that 10,000 Boers are estimated to have crossed the Orange River in order to be beyond the reach of British rule. It is perhaps to this measure and to the clumsy injustice with which it was carried out, rather than to any sentiments of race hatred, that are due the many years of ill-feeling between Dutch and English in South Africa, now happily dying out.

Third Kaffir War, 1835.—In 1835 another serious Kaffir inroad occurred, when 12,000 savages under Hintsa suddenly crossed the Fish River, burning and murdering in all directions. "In one week forty farmers were murdered, 450 farm houses burnt and 4000 horses, 100,000 head of cattle and 150,000 sheep carried off." Colonel Harry Smith in command of the forces, who was then at Cape Town, started immediately for the front and reached Grahamstown on the 6th January having ridden the distance of over 600 miles in 6 days. Severe fighting followed and after several months the Kaffirs were subdued. The Colonial boundary was then advanced to the Kei River. A portion of the acquired territory was peopled by the friendly tribe of Fingoes. The home authorities unfortunately refused to ratify this arrangement and it was not only reversed in spite of the protests of the Colony but the boundary was retrograded to the Fish River, thus abandoning the territory west of the Keiskamma which had formed part of the Colony since 1819.

First Parliament, 1854.—In 1854 the first Cape Parliament consisting of two elective chambers met at Cape Town; the same year Sir George Gray was appointed Governor.

At this time the curious cattle-killing mania was raging among the Kaffirs; one of their seers, Umhlagaza, who claimed to be in communication with the ancient chiefs, instructed his followers to destroy all their cattle and corn and to refrain from tilling the soil, promising them as a reward for their obedience that the departed heroes should return and that the white settlers should be swept into the sea. Starvation soon set in and in spite of the relief afforded by the Government it is estimated that 25,000 natives must have perished from hunger, the ground thus vacated being filled up principally by members of the German legion who had been disbanded at the close of the Crimean war and were allotted small farms on a military tenure.

First Railway.—In 1857 the construction of the first railway to Wellington was authorised and large outlays were made on other public works.

Sir Philip Wodehouse succeeded to the Governorship in

1862. Three years later British Kaffraria was incorporated into the Colony and in 1868 Basutoland was proclaimed British territory, the last action being much criticised at the time. Responsible Government was inaugurated in 1872.

Discovery of Diamonds, 1867.—Great depression then existed throughout the Colony; droughts had killed off a large proportion of the cattle and sheep and Mr. Gladstone's scale of alcoholic duty deprived the Colonists of their home market, but fortunately, when prospects appeared most gloomy, the discovery of diamonds on the Vaal River brought about a sudden increase of prosperity.

In 1877 the Transvaal was annexed and the Galeka Kaffir war broke out after a peace of 20 years, speedily followed by the Basuto and Zulu wars. In 1880 the Transvaal Boers rose against the British Government; the hasty termination of this war is too notorious to be easily forgotten (see page 108).

In 1883 Basutoland was disannexed and placed under a resident Commissioner. In the same year the German Government established a protectorate over the territories to the north of the Orange River, Walfisch Bay alone remaining in the hands of the English. Steps were immediately taken to secure the country lying between the Colony and Natal which was finally annexed in 1885.

The most important event of late years has been the discoveries of the Transvaal Goldfields in 1886 and 1887 with the consequent enormous increase of wealth and population which has accrued to that State, whilst a new page of South African history is now opening in the development of the northern territories under the Chartered Company.

HISTORY OF NATAL.

The history of the European settlement in Natal commences only at the close of the first quarter of the present century. Prior to 1823 only a few vessels had touched on

the coast for wood and water, whilst occasionally the experiences of a shipwrecked crew added something to the knowledge of the country.

Farewell's Expedition, 1823. — In 1823 Lieutenant Farewell landed in the bay on an exploring expedition and was so pleased with the appearance of the country that he returned to Cape Town with the object of obtaining the Government sanction to the formation of a trading-station. In this he was unsuccessful, but the glowing description he gave induced several adventurous individuals to join him, and as a preliminary step Mr. Fynn was sent overland to obtain a grant of territory from the paramount chief, the terrible Chaka. A few years before the arrival of the English the country had been thickly populated by a large number of independent tribes who lived in ease and plenty with nothing but an occasional scuffle to disturb their peaceful existence. The sudden inroad of Chaka at the head of his Zulu hordes speedily brought about a change. The discipline which this Napoleon of South Africa had introduced into his army rendered him invincible and his exterminating policy, which spared neither man, woman nor child, speedily swept away the inhabitants. It is estimated that over 1,000,000 people were slain during the successive raids of the Zulus west of the Tugela. When the English arrived at the bay only a few hundred miserable natives, living on roots and sometimes on one another, remained to drag out a wretched existence among the kloofs and glens of the mountains.

English Settlement at Durban.—By means of presents permission to settle at the bay was obtained from Chaka and three stations were opened, one where the Durban market-place is now situated, one under the Bluff, and one at the mouth of the Umbilo River.

Dingaan.—Chaka was assassinated in 1828 by his brother Dingaan who reigned in his stead. In the meantime many of the remnants of the tribes destroyed by Chaka had assembled for protection round the white settlements, and Dingaan, who regarded the English with no very friendly eye, ordered Fynn and Cane to come to his kraal. They wisely declined and, on a force being sent to fetch

them, some fighting ensued. The English, with their native allies, retired beyond the Umzimkulu River until the difficulty was finally arranged in 1831, Fynn being recognised as the "Great Chief of the Natal Kaffirs".

Appearance of the Trek Boers. A new set of actors now appeared on the scene, namely the Colonial Boers, who, during their wanderings in the Free State, had found a practicable pass through the Drakensberg and, attracted by the verdant plains beneath, had descended in large numbers into what is now the Colony of Natal, gradually pushing on towards the sea. Retief, their leader, finding Dingaan the paramount chief, applied to him for a grant of territory which was promised on condition that they should recover for him some stolen cattle from a neighbouring chief. This service being duly rendered, Retief with one hundred men returned to the King's kraal with the spoil, a document of the formal cession of territory was drawn up and general feasting ensued.

Massacre of the Boers.—At the close of the festivities, as the Boers were seated on the ground drinking Kaffir beer, the treacherous natives suddenly attacked them and, after a desperate struggle, killed them to a man. At the same time a large force of Zulus was sent across the Tugela with instructions to slay every white man, woman and child to be found in Natal. Many of the Boers were surprised in small parties and massacred, but the alarm being given, laagers were formed and the Zulus repulsed with heavy loss, but not before 600 victims had been added to Retief's party.

Hostile Expedition from Durban cut to Pieces.—The Boers, having received reinforcements from beyond the mountains, decided on taking the offensive and the English settlers at the bay consented to co-operate by leading a force of 1000 natives across the Tugela, near its mouth. This party, under command of Biggar, unfortunately marched into an ambush and were cut to pieces, both Biggar and Cane falling in the fight and only one white man escaping. The Dutch under Uys also crossed the Tugela and fell into a similar trap but succeeded in fighting their way through with heavy loss, both Uys and his son being

among the slain. Dingaan took advantage of his success to raid the English settlements, but fortunately a vessel lying off the shore saved the inhabitants from otherwise inevitable massacre.

Defeat of Dingaan.—In the winter of 1838 Pretorius with 460 mounted Boers boldly advanced to the King's kraal, and, on the banks of the Umhlatoozi River encountered the Zulu army 12,000 strong, an obstinate engagement terminating in the total defeat of the Zulus who left 3000 dead on the field. This gallant action is still annually celebrated as a public holiday in the Dutch Republic.

Umpanda.—The Zulu power was further weakened by a split in the camp; a younger brother of Dingaan named Umpanda, having secured a considerable following, applied to the English at the bay for help; accordingly a mixed body of Dutch and English numbering about four hundred under command of Pretorius marched to his assistance, and, in conjunction with 4000 of Umpanda's warriors, signally defeated Dingaan who was shortly after assassinated. Umpanda was declared chief by Pretorius in 1840, the whites however reserving to themselves the territory between the Black Umvolozi and the St. John's River and charging Umpanda a fee of 36,000 oxen for their services.

Republic of Natalia.—In 1840 the flag of the Dutch Republic of "Natalia" was hoisted on the shores of the bay, but the British Government, after some hesitation, refused to acknowledge the independence of the new State and marched 200 men into the country, who, taking up their position at the bay hauled down the colours of the Republic. The Boers at once commenced hostilities and Captain Smith marched his small force out with the view of driving his opponents from Congella. In the action which ensued the Boers, in superior numbers and concealed by the thick vegetation, speedily drove back the British with heavy loss, and proceeded to invest the camp in form with a view of starving out the garrison. Fortunately however one of the settlers, Mr. King, succeeded in passing the lines, and reached Grahamstown, from whence news of the urgent need of Captain Smith's party was forwarded to the

Colony. A few days later reinforcements reached the bay and the Boers retired, the Republican flag once more being hauled down.

Natal Proclaimed British.—The Dutch gave in their final submission nine days after the landing of troops and on August 8, 1843, Natal was finally proclaimed a British Colony.

The discontent of the Dutch settlers terminated in most of them trekking out of the country, and the appearance of more English soon placed the remainder in a minority. Pietermaritzburg was created a Bishop's See in 1853, and the native population, which had enormously increased by immigration, was located in different sections under their own chiefs. In 1856 an elective legislative assembly was created and this Colony was altogether separated from the Cape.

In the meantime the Zulus had lived peaceably within their territory under Umpanda, who was precluded from taking any very active part in native politics by an extreme development of adipose matter. So unwieldy did he become that "he had to be inducted into his waggon, whenever he had occasion to change his residence, by taking off the front wheels and sliding the royal body in and by then lifting the waggon and the body together for the readjustment of the wheels".

Cetewayo.—His eldest son, the well-known Cetewayo, took advantage of the discontent of the younger warriors to gather round him a considerable following, eager to emulate the glories of Chaka by eating up their neighbours. A younger son, Umbulazi, having also formed a faction, a battle ensued in which Cetewayo was completely victorious and Umbulazi, with five of his brothers, was slain. A general assembly followed in 1857 at the King's kraal where Umpanda was confirmed as the head of the Government "to think," and Cetewayo was recognised as "the feet" to act in all matters requiring energetic movement. Umpanda died in 1872, and Cetewayo was finally installed by Mr. Shepstone, who used his influence to abolish the wholesale slaughter which had always previously taken place on the accession of a new King.

In the meantime a rebellion under Langalibalele broke out

in the north; after some sharp fighting it was energetically repressed by the Governor, Sir Benjamin Pine, Langalibalele being sent to Robben Island. Representations on the subject by Bishop Colenso, who took the side of the natives, led however eventually to the recall of Sir Benjamin by the home authorities.

Zulu War.—In the commencement of 1878 the Boundary Commission sat at Rorke's Drift to decide a dispute between the Transvaal Boers and the Zulus, with regard to the frontier line between the two countries, the greater part of the territory in question being awarded to the latter.

The Zulu war, which followed soon after, is now generally admitted to have been a political blunder and is undoubtedly the most indefensible of all our Kaffir wars. Cetewayo, compared with his forefathers, was humanity itself, and, until goaded into resistance by the Natal Government, had always shown himself most desirous of their friendship. The immediate causes of the war were the seizure on Natal territory of some native women, who had escaped from their husbands, a crime punishable with death; and the threatened expulsion of the missionaries from Zululand. The former action was certainly without Cetewayo's knowledge or consent, and was duly apologised for; and for the latter the meddling policy of the missionaries themselves is solely answerable. The King complained with truth that many of the exaggerated and false reports of his cruelty emanated from these men, and that "if one of his subjects did anything wrong he at once went to a mission station and said he wished to become a Christian; if he wanted to run away with a girl he became a Christian, if he wished to be exempted from serving the King he put on clothes and was a Christian, and that if a man was an evil-doer he became a Christian".

The Boundary Commission award was coupled with an ultimatum with which it was utterly impossible for the King to comply, two of its conditions being the disbandment of the Zulu army and the abrogation of the marriage law within thirty days.

War was declared in January 1879 by Sir Bartle Frere and the British army, under Lord Chelmsford, entered

Zululand in five columns. Eleven days later occurred the disaster of Isandhlwana in which the third column was cut to pieces, Lord Chelmsford retreating immediately with the remainder into Natal. The successful defence of Rorke's Drift, which followed the battle, is one of the few episodes of the war which can be looked back on with satisfaction.

Reinforcements speedily arrived and, at the end of April, the total effective strength of the army was 22,500 men, of whom 15,600 were British; the Zulu armies at this time probably not much exceeding 30,000, yet it was not until July that the final battle of Ulundi was fought.

The death of the Prince Imperial occurred on May 1st.

Cetewayo was captured soon after and exiled; but he was eventually brought back in the hope that his presence would put a stop to the anarchy resulting from the weak opportunist policy of the home Government, in their endeavours to tranquillise the country after the war. Cetewayo died soon after and the only result of all the expenditure of British blood and money, and of the slaughter of so many of the natives, was to enable a party of Transvaal freebooters to form the "New Republic," by grabbing a large portion of the undefended fertile uplands.

Transvaal War.—Prior to these events other disasters had occurred. The action of the Government in the Transvaal had still further increased the discontent felt by a large section of the Boers at their loss of political independence. Sir Garnet Wolseley had visited the country, and publicly declared "that so long as the sun shone" the Transvaal would remain under the British flag—and, to the appeal for political freedom made by the Boer delegates, Mr. Gladstone returned a decided "No".

War broke out at the close of 1880; the English population, which had flocked into the country depending on the promises of the Government, were belcaguered in the different towns and a small force under Colonel Anstruther was almost annihilated at Bronkhorst Spruit.

It was however on Colonial territory that our most humiliating defeats were experienced. General Colley, then Governor of Natal and Commander-in-chief of the forces, marched to

the relief of the beleaguered towns with a small army of 1000 men. His progress was arrested by a Boer commando under Joubert, and, in attempting to force the passage of Laing's Nek, Colley was driven back to his camp on Mount Prospect with heavy loss, whilst a few days later another crushing reverse was experienced on the Ingogo heights.

After a fortnight's delay, during which reinforcements arrived, Colley with 600 men executed that amazing night ascent of Majuba Hill; his position was attacked at dawn by a small party of Boers and nearly half the British force, which ran short of ammunition, was killed or wounded in the panic which ensued. Colley, whatever his capabilities as a general may have been, met his death like a soldier whilst endeavouring to bring his men to the charge. Only one of the Boers was killed, their loss in the three engagements barely exceeding a dozen men. We can well understand that their *predikant* in his thanksgiving sermon should take for his text, "The sword of the Lord and of Gideon".

This action practically closed the war as the reinforcements which arrived were never used. The statesman who had turned a deaf ear to the pleadings of the Boer representatives had been convinced by the persuasive ring of their rifles; and all Europe wondered at that gentle spirit, which, overlooking the ruin his promises had brought upon his trusting fellow countrymen, magnanimously gave back their independence to men, who, so far from appreciating his unexampled generosity, have always contended that they wrested back their political liberty *vi et armis*, and whose actions ever since have been actuated by anything but gratitude for favours received.

Annexation of Zululand.—Affairs in Zululand still continued in an unsatisfactory state, and the country was annexed in 1887, a step which failed however to put an end to the confusion, for the following year an insurrection under Dinizulu against British authority took place which was however speedily quelled.

Of late years Natal has profited largely by the increased trade caused by the gold discoveries in the Transvaal, and the railway has now been pushed to the extreme northern border

of the Colony. The conservative Dutch element has far less power here than in Cape Colony and the progress of the country has consequently been much more rapid.

For further particulars of the histories of the Dutch Republics see pages 183, 213, 226.

For Basutoland see end of Route XIV.

CAPE TOWN.

Population 51,083, of whom 25,253 are of European extraction; distance by sea from Plymouth, 5951 miles; from St. Helena, 1695 miles.

Hotels. – Inside the town.—The Royal, Plein Street; — Poole's, near Cathedral;—St. George's, opposite Post Office (all about 10s. 6d.);—Claridge's, top of Plein Street;—Commercial, Grave Street;—Masonic, facing Parade Ground (about 8s. 6d.);—Albion, Strand Street (7s. 6d.);—Fountain;—Central.

Above the town.—The International, 12s. 6d.

(For Suburbs such as Sea Point, Wynberg, Newlands, &c., see under respective headings.)

Boarding Houses.—Madeira House, 7s. 6d.;—Somerset House and many others.

A large hotel is to be constructed at the bottom of Adderley Street.

Restaurants.—The Theatre;—The St. George's;—The Standard;—The Gaiety.

Newspapers.—Cape Times and Cape Argus both daily and weekly; Wynberg Times; (there are also weekly home editions of the Times, Argus and South African Empire).

For Advertisements relating to Cape Town see pages C, 5, 8, 14 to 23, 57, 58, 65, 85.

Trams run every half hour from Long Street to the suburbs of Green Point and Sea Point, a distance of about three miles. Fares half way, 3d.; to Sea Point, 6d. Also from Long Street, every half hour to the upper part of the town, passing the higher end of the Government Avenue, fare 3d. Another line runs from the Standard Bank through Woodstock to Salt River, 2 miles, starting every quarter of an hour, fares 3d. and 6d.

Cabs.—By time 2s. 6d. the first hour and 2s. for every additional hour, without reference to the number of persons conveyed. En-

gagement by time must be expressed when hiring, otherwise the hirer is liable to be charged by distance.

Charges by distance are: For two people, 6d. per half mile; 1s. per mile and beyond at the rate of 1s. per mile. For a detention or several detentions amounting to fifteen minutes 9d. extra may be charged. When more than two passengers are conveyed each additional passenger is charged at the rate of 6d. per mile. Two children under ten are reckoned as one adult. Each passenger is allowed 20 lbs. of luggage free.

Omnibuses run from the Standard Bank to the top of Kloof Street and from the Standard Bank to the Docks and Mouille Point, fares 3d. and 6d.

Railway to Sea Point.—This is little more than a steam tramway running from the Central Jetty to Sea Point with stoppages in between, fares 3d. and 6d. first class. Trains at half-hourly interviews during the day.

Coolie Porter Hire.—For carrying a letter or parcel not exceeding 25 lbs.; within half a mile, 3d. Parcels of 25 lbs. to 75 lbs., 6d. per half mile and longer distances in proportion. When engaged by time 6d. per hour is charged.

Post Restante—is situated in St. George's Street and is open from 8 A.M. till 5 P.M. except on Saturdays when it closes at 4 P.M.

Telegraph Offices—in the Railway Station and in Mill Street.

The European mail closes on Wednesdays at 2 P.M. Late fees are—till 2·15, 3d.; till 2·30, 6d.; till 3·30, 1s. Late letters must be taken to the General Post Office or to the office on the West Quay.

Cape Town, the metropolis of South Africa, was until recently the largest and most interesting town either in the Colony or the Dutch Republics, and although its claims to antiquity are trifling compared to those of European cities, they are considerable in a land which a century back was almost unknown to Europeans. It was here that nearly two hundred and fifty years ago, civilisation drove in the thin end of the wedge which was destined many years later to open the country to European immigration and development; and, with the exception of one little village, it is the only spot where the past generations, to whom South Africa owes so much, have left any trace of their presence. The history of Cape Town up to the commencement of the present century identifies itself with the history of the European settlement in South Africa and will be found detailed elsewhere.

The advantages of Table Bay appear to have been recognised by the early Portuguese navigators, but the murder of the Indian Viceroy D'Almeida, with many of his men, on its shores seems to have given them a distaste for the locality, perhaps accounting for its happy exemption from their "sphere of influence" at the present day. For nearly a century after the Dutch settlement no steps

were taken to guard the vessels, lying at anchor, from the terrible effects of the northern and north-westerly gales, and many a gallant East Indiaman, driven aground in the shallow water to the south-east of the bay, lies "docked in sand". Efforts have been made to recover the treasure sunk in many of these vessels but with little success, for the rapidly drifting sand has long since hidden the wrecks from view.

The Breakwater.—In 1743 steps were taken to protect the bay by the construction of a mole from the spot on which the Mouille Point light house now stands; the remains may still be seen at low water.

Another century elapsed before any further steps were taken, an elaborate scheme being submitted in 1856 which fell through, but four years later Sir John Coode's design for a breakwater forming an outer basin with inner dock accommodation, to cost £399,000, was accepted by the Colonial Government, the first truck load being tipped by Prince Alfred on August 17, 1860; the material used on the breakwater has been excavated from the site of the Inner Basin.

In 1868 the breakwater had been completed to a length of 1870 feet and in 1870 Prince Alfred performed the opening ceremony, the accommodation then consisting of the Alfred Basin with an area of eight and a half acres and an outer basin protected by a jetty running at right angles with the breakwater. In 1882 a fine graving-dock was added. Many minor improvements have since been made and the breakwater has attained a length of nearly 4000 feet. Large excavations are at present in progress for affording still greater dock accommodation in the rear of the present Alfred Basin. The total expenditure to the present day amounts to about one and a half millions, of which however nearly half a million has been derived from revenue.

At the point where the breakwater abuts on the land is situated the **convict station** with accommodation for one thousand men, principally employed in the dock works and road-making in the neighbourhood of Cape Town. A large number of the criminal contingent is furnished by Kimberley which, from the great profits to be gained from illicit diamond-dealing, has always been a hot-bed of crime.

Public Buildings.—Proceeding towards the town the dock-gates are passed and in the adjoining building passengers' luggage is examined. The railway which connects the docks with the main line runs along one side of the road which is also crossed by the Sea Point local line.

The Dock Road leads into the lower end of **Adderley Street** in which many of the principal buildings are situated. This street is the finest in Cape Town and was formerly known as the "Heerengracht" or Gentleman's Walk. At that time it was planted with pine-trees and

formed the fashionable promenade of the city. The lower end abuts on the **Central Jetty** where the fishing-boats discharge their cargo and where rowing and sailing-boats may be hired. The jetty is also the landing-place of the small steamers which run to Robben Island and Houts Bay. A magnificent view of Table Bay on the one side and the mountain on the other is obtainable from here.

Ascending, the **Fish Market** is passed on the right-hand side, a ramshackle building which will shortly be removed, but which, despite its evil smell, is not unworthy of a visit from those desirous of seeing something of the piscatory productions of the bay.

On the left-hand side of the street is the handsome **Railway Terminus** erected in 1878 with a frontage of 150 feet. On the left-hand side is a good restaurant.

The **Telegraph Office,** also in this building, faces the new Post Office which is being built on the site formerly occupied by the Commercial Exchange.

At the back of the building is the **Parade Ground** laid out in 1699, nearly a quarter of a mile long, utilised on Saturday mornings by the auctioneers of the town and the scene of the military review which takes place on the Queen's Birthday. At the further end of the ground is the Castle (see p. 118).

The next building above the new Post Office is the head office of the Standard Bank of South Africa, built in 1883 at a cost of £32,000. A fine pile of buildings on the right-hand side with a handsome clock-tower eighty-five feet high contains the City Club.

On the left-hand side is the **Dutch Reformed Church,** the earliest edifice for public worship erected in South Africa.

The first structure was commenced in 1699, the clock tower containing the clock which was sent from Holland in 1727 being all that remains of the old church. The present building can seat 3000 persons, the most noticeable feature of the construction being the large span of the roof. Beneath the floor of the church are the remains of eight of the old Dutch Governors, a fact that has earned for it the name of the Westminster Abbey of South Africa.

At the back of the Church is the **Kerk-plein** or **Church-square** in which is situated the Civil Service

Club. At the top of the street, also on the left hand side, are the **Supreme Court Buildings** of which the large hall was opened in 1815. Adderley Street ends at the foot of the **Government Avenue** which once formed part of the celebrated Gardens laid out by Governor van der Stel. This avenue is three quarters of a mile long and well shaded with oak trees, some of which are 200 years old; the high winds and proximity to the sea however have prevented them from rivalling the famous oaks of Stellenbosch, planted about the same time.

On the left hand side, immediately on entering the avenue, are the **Houses of Parliament,** completed in 1886 at a cost of £220,000, one of the handsomest buildings in South Africa, with a frontage of 264 ft., the base being of Paarl granite and the remainder of red brick.

The chambers of the Legislative Council and Legislative Assembly are both provided with galleries for the accommodation of the public. A fine library has been added for the use of the members. The building can be inspected by strangers on obtaining an order from the Sergeant at Arms or by applying to any of the members in town.

The surrounding gardens are tastefully laid out and contain a marble statue of the Queen, ten and a half feet high, erected in commemoration of the Jubilee.

On the right hand side of the entrance to the Avenue are St. George's Grammar School and the English Cathedral, and a few yards higher up the **Public Library** and **Museum.** The principal façade in Grecian style overlooks the Botanical Gardens. A new Museum is being erected up the Avenue near the South African College, upon the completion of which the whole of the present building will be taken over by the library.

The present building was opened by Prince Alfred in 1860, but the Library existed as far back as 1822. It contains about 50,000 volumes including the Grey and Dessinian collections. The latter, bequeathed to the Colony in 1761 by Joachim Nicholas Dessin, consists of about 4500 vols; and that presented by Sir George Gray, of about 5000 forms by far the most valuable portion of the Library.

Of the 130 manuscripts some are of the 10th century and many are fine examples of the art of illumination, particularly a missal which belonged to Margaret de Valois. There is also one of the earliest known copies of the "Roman de la Rose". Among the

early English printed books are works from Caxton's printing press, the first and second editions of Shakespeare's plays, etc. The collection of works on the Native Languages of Africa, Polynesia and New Zealand is noticeable. Two old maps, one of 1489 and another of 1546, both show the Central African Lakes (fascimile copies).

Facing the principal entrance of the Library are three oil paintings. The centre one is the portrait of Prince Alfred; that to the right represents the landing of Van Riebeek in Table Bay and that to the left the landing of Bartholemew Diaz in Algoa Bay.

The Library is open free from 9 A.M. to 9 P.M. and is lighted by electricity. Terms of subscription for visitors and others may be obtained on application.

The **Museum**, contained in the right wing of the building, suffers somewhat from overcrowding and attempts have been made to provide the collections with more suitable quarters. The specimens of **South African antelopes**, some of which are in the central hall, are particularly interesting. There are 4000 specimens of **birds** mostly on the ground floor but the South African species are represented in the first gallery.

Reptiles are represented by 360 examples but the ophidian specimens are in general poorly preserved, in fact the Grahamstown Museum is the only one in South Africa containing really well prepared specimens of native snakes. Over 20,000 examples of **Insects** are exhibited mostly in cabinets which may be inspected on application to the custodian.

Among the **geological** examples the rough diamonds, some of which are in the matrix are most noteworthy. The same case also contains specimens of South African gold nuggets and quartz. The collection was more perfect before the robbery of 1891.

Near the entrance on the right hand side is a high-backed old-fashioned chair, in which tradition states that the Governor de Noordt was found dead a few minutes after a soldier, about to be hung by his orders, had summoned him to bear him company before the throne of the Supreme Judge. The museum is open free on Mondays, Tuesdays, Wednesdays, and Fridays from 10 to 4 in winter and from 10 to 5 in summer, and on Saturdays from 10 to 1. The library receives an annual Government Grant of £600, and the museum one of £1000.

Adjoining the Houses of Parliament, on the left-hand side of the Avenue, is the Garden of **Government House**, the town residence of the High Commissioner of South Africa. The oldest parts of the building date from about 1740, but constant additions have been made since without any regard to architecture or beauty, and the resulting mass of bricks and plaster is only redeemed from sheer unsightliness by the magnificent foliage surrounding

it. The main entrance is on the other side of the building in Grave Street.

Opposite the grounds of Government House are the **Botanical Gardens,** covering 14 acres. Although comparatively small, the taste with which they are laid out, the variety of the semi-tropical foliage and the magnificent view of Table Mountain and the adjacent peaks, render them one of the greatest attractions of Cape Town.

Over 8000 varieties of trees and plants from all parts of the world are collected here, and the large conservatory at the upper end of the grounds contains many fine orchids and palms. The large eucalyptus or gum-tree, near the entrance, is the first planted in South Africa, and would undoubtedly have attained greater height but for the destructive violence of the south-easters. The institution, however, is something more than a pleasure garden, as, in the nursery attached, experiments are being continually carried on with vegetable productions from other parts of the world to test their suitability to the South African climate. The sale of seeds and seedlings of all kinds renders the gardens almost self-supporting, the Government grant being only £500 per annum. In front of the Public Library is a statue of Sir George Grey, Governor from 1854 to 1861. During the early years of the British occupation a lion-house formed one of the attractions of the Gardens, but these animals and their domicile have long since disappeared.

The Gardens are open every week-day from 7 a.m. to sunset. On Sundays they are only open in the afternoon

Attached to the institution is a large **Herbarium,** the nucleus of which was purchased by Government about twenty-five years ago. It is at present housed above the Public Library, awaiting the more commodious quarters which it is proposed to erect in the Gardens. Application for Admission must be made to the Curator of the Gardens.

Beyond the Government grounds the avenue widens out. On the left is the **Jewish Synagogue,** built in 1862 at a cost of £2400. On the opposite side are the buildings and playing-grounds of the South African College.

The tram-line passes the upper end of the avenue, trams running every half hour to Long Street. The principal **Malay Mosque** is passed on the way, its minarets and cupola rendering it a conspicuous object. Adjoining the Long Street Tram Station is the **Young Men's Christian Association Hall,** where popular lectures are delivered once or twice in the week.

The same tram-line runs from the top of the avenue to the **Gardens,** some distance upon the left.

Between Long Street and Adderley Street is **Greenmarket Square,** the scene of many important meetings in the days of Dutch rule. The **Town House,** on the southern side of the square, was founded in 1755 and is only interesting as representing the architectural style of that period.

Its principal feature is the heavy arched stoep, forming a balcony from which Government proclamations were formerly delivered to the populace. The small paned windows add to its quaint appearance; the whole is surmounted by a little domed tower or lantern, which formerly contained a gong, used to summon the burghers to the spot. The Council Chamber on the upper floor is scarcely worth a visit.

The **Wesleyan Methodist Church** on the same side of the square, although smaller than the Cathedral, is architecturally handsomer. It was erected in 1879 at a cost of £15,000 and can seat 1000 persons. The spire, 140 ft., is the highest in Cape Town.

Between Greenmarket Square and Adderley Street and parallel with the latter is **St. George's Street,** known in the early days of Cape Town as Berg Street. Governor van der Graaf changed the name to Venus Street, and caused a signboard, representing the frail goddess, to be nailed above the clergyman's door in return for a comparison which that gentleman had drawn between Jezebel and the Governor's wife.

At the top of the street is the **English Cathedral,** the first English Church in South Africa, dedicated to St. George, of which the foundation stone was laid in 1830. It is similar in design to St. Pancras Church in London and was built when English architecture was at its lowest ebb.

In 1864 the Ecclesiastical Court, before which Bishop Colenso of Natal was summoned to answer the charges brought against him, sat in the Cathedral.

Descending St. Georges Street, on the left hand side are the offices of the *Argus* and *Times* newspapers and the **Central Post Office,** the last having become somewhat

inadequate to the requirements of business, is being replaced by a more commodious building in the neighbourhood of the railway station.

Turning to the right down Darling Street, which leads into Adderley Street, and crossing the Parade Ground, the entrance to **the Castle** is reached, at present the head-quarters of the Commander of the forces.

The first stone was laid in 1666 but the construction occupied many years, and appears to have severely taxed the resources of the Government; the work dragging on slowly, occasionally spurred into activity by the news of European war and consequent fear of invasion, until 1677 when Governor Bax adopted a novel form of corvée. Proceeding with his wife to the trenches he carried out twelve baskets full of earth and his lady six, giving the burghers to understand that every one, male and female, who thenceforth passed the castle would have to follow their example. The building accordingly appears to have been completed three years later.

Comtemporary with Uncle Toby and the days of "ravelins, bastions, curtains, hornworks and demilunes," the Castle has long ceased to be of any importance as a work of defence, and it is doubtful whether it could ever have been very formidable, for, even with the primitive artillery of the time, it was commanded by higher ground to the south-east. An unfortunate artilleryman however, who appears to have expressed his opinion on this subject, was promptly incarcerated on a charge of sedition and privy conspiracy; a gun was taken up to the spot indicated, but, the ball falling short, the exponent of free speech was subsequently released, the careful Company however mulcting him for the cost of the experiment. Most of the building material, even bricks and tiles, was brought from Holland which must have added largely to the cost of the construction. The railway passes at the foot of the walls and affords a good view of the old style of fortifications. The last prisoner of importance confined here was Cetewayo.

The **Vegetable and Fruit Market** is situated in Caledon Square to the right of the Parade Ground. The new **Volunteer Drill Hall** close by is occasionally used for dances, the floor space being 150 ft. by 70. Opposite to it are the **Main Barracks,** with accommodation for 1000 men, originally used as a hospital, for which purpose the building was founded in 1772. The **Congregational Church** is in the same square.

Other large churches not before mentioned are the **Lutheran Church** in Strand Street and **St. Mary's,** the **Roman Catholic Cathedral** in Roeland Street.

The former was built in 1780, prior to which no place of public worship existed outside of the Dutch Reformed Church. The building is large, but in appearance more quaint than striking.

The Roman Catholic Cathedral was erected in 1851 at a cost of £11,000, and can seat 700 people. The interior contains a picture presented by Napoleon III. and a handsome marble altar. The bell was given by the Marquis of Bute.

Some distance up Kloof Road the School and Home of St. George and St. Michael are in course of erection.

Another street leading from the Parade Ground is **Plein Street** where most of the cheap emporiums of the city are situated. It is worth visiting on Saturday nights when many of the Malays, clad in all the colours of the rainbow, do their shopping. On the right hand side is the back entrance to the **Magistrates' Court,** a handsome building in the Italian style, recently completed, the principal entrance facing Church Square.

Theatres.—A handsome building, thoroughly up to date, and the largest theatre in South Africa, has been erected close to the Parade Ground, with a good stage and seats for 1200 people. There are also several concert halls : one large one near Government House, the old Drill Hall known as the Vaudeville, &c.

Water Supply.—The Cape Town water supply is derived from Table Mountain, the streams on the northern slope being collected in large reservoirs ; further supplies are also obtained from the back of the mountain by means of a tunnel connected by several miles of cast-iron pipes with the town reservoirs. The capacity of these is being largely increased so as to keep pace with the growing wants of the town. The total daily consumption of water for all purposes amounts to 700,000 gallons.

The streets were first lighted with gas in 1848 and the docks are illuminated by electric arc lamps which may be seen for miles across the water.

Drainage.—The drainage of Cape Town has always been unsatisfactory and the persistent tinkering of old and inefficient schemes has never led to any permanent improvement. However, in spite of the unsavoury epithets lavished upon it by those used to the perfect drainage of English cities, it is certain that Cape Town has always been superior in this respect to anything to be found on the Continent. Hitherto the sewage has been deposited in the bay, to be carried away by the currents, which are occasionally rendered useless by the effect of wind and tide, but it is now proposed to form a sewage farm, which shall not only do away with the pollution of the bay but also transform the sandy flats into fertile and productive gardens.

Defence.—Cape Town must always remain an important naval station, as the blocking of the Suez Canal would immediately render it again the "Half-Way House to India," a fact which only appears to have been patent to the authorities since the recent Russian scare. Since that date very important additions have been made to the defensive works of Table Bay, which has also been connected by rail with the naval station at Simon's Bay on the other side of the peninsular. The heavy guns of modern construction range from six tons to 23 tons and are mainly distributed in batteries along the foreshore and on Signal Hill. A small military force of 1000 to 2000 men is always stationed at Cape Town, further supplemented by several volunteer regiments amounting to about 1000 men.

House Rent.—The favourite place of residence in Cape Town itself is the locality known as the Gardens, situated in the upper part of the town near the head of the Government Avenue. A small house of three or four bedrooms and two living rooms costs about £5 per month in this locality; rents are everywhere high in Cape Town, partly due to the local taxation falling mainly on the shoulders of the landlords, the gross value of property and not the income derived from it being assessed. By far the greater proportion of the well-to-do inhabitants reside in the numerous suburbs that nearly encircle the mountain.

Climate.—A special meteorological table is given and the subject is thoroughly considered in the climatological article.

Suburbs of Cape Town.—Those to the **west** of the bay, which have the advantage of the sea view and breezes, are **Green** and **Sea Points** (pop. 2923), consisting of a row of picturesque villas stretching for three miles along the base of Signal Hill and the Lion's Head. These suburbs are connected with Cape Town by rail and tram.

The road passes several cemeteries on the right hand side which have been closed for some years, and the shipping in the docks comes into view, a long conspicuous wall marking the rear of the convict-station. A large open piece of ground, also to the right, is the Green Point Common, at the end of which is the half-way tram station. On the

coast line near the docks is the **New Somerset Hospital,** a large building ornamented with turrets, in the midst of pleasant grounds, maintained by Government at a cost of £6500 per annum.

Further on is the Wynyard Battery where some of the heaviest guns are placed. The **Mouille Point** and **Green Point Lighthouses** are also on the borders of the Common, the former with a fixed red light, the latter with a white flash light visible at a distance of thirteen miles. Several small batteries, mounted with six-ton muzzle loading guns, have been erected for the defence of the point.

Near Mouille Point, at a stone's throw from the beach, are the remains of the machinery of the "Athens" which was driven on shore in 1865. Although within a few yards of land not a soul succeeded in getting ashore.

On the left hand side behind the Dutch Church is another heavily armed battery. Near the tram-terminus is **Sea Point,** a rocky mass on which, during a gale, the sea breaks with tremendous force. In calm weather and at low water many beautifully coloured anemones may be seen among the pools.

The Queen's Hotel (12s. 6d.), distant five minutes' walk from tram or train;—Arthur's Seat, 10s. 6d.;—Sea Point, 7s. 6d.

For Advertisement see page 17.

These two suburbs have undoubtedly a better winter climate than those to the east of Cape Town, due principally to the lesser rainfall, and the speedy drainage of surplus water secured by the abrupt slope of the mountains and their proximity to the sea. Sea Point also enjoys a comparative immunity from the summer gales from the south-east.

The suburbs to the **east** and **south-east** of Cape Town are attainable by train from the main terminus and, as far as Salt River, by tram from the Standard Bank corner.

Woodstock. (pop. 4973), formerly Papendorp, one mile, with a good beach for bathing. Near by is Craig's Battery, one of the most important links in the chain of

defensive works which protect the bay. Formerly a series of forts known as "The Lines" ran from the spur of the Devil's Peak through Woodstock to the beach forming the boundary of the early settlement.

In **Salt River,** two m., the workshops of the railway carriage and locomotive departments are situated, giving employment to from 300 to 400 men.

Maitland (pop. 2039), three m., is a scattered village in the neighbourhood of the new cemeteries. In the same parish is the **Cape Observatory,** erected in 1829 and supported by the British Government. Permission may be obtained on application to the astronomer-royal to view the interior arrangements.

Mowbray and **Rosebank** (pop. 3108) are small suburbs at the foot of the Devil's Peak, in the latter is a large match factory for which however the splints are imported.

Rondebosch (pop. 3378) 5 m., is one of the principal suburbs and contains many of the finest mansions and villas to be found in South Africa, including the Governor's country residence.

Newlands, 6 m., contains the Western Province Cricket Ground, with a large pavilion and many handsome trees; here all the principal cricket and football matches are contested. The residence of the Bishop of Cape Town is in the neighbourhood. (Boarding House, The Vineyard, 10s.)

Claremont (pop. Newlands and Claremont 6237) 6½ m., has a large public-hall, where entertainments are frequently held. **Kenilworth,** 7½ m., is in the neighbourhood of the race-course.

Wynberg (pop. 4947) 8 m., 146 ft. above the sea, is generally regarded as the suburban limit.—*The Wynberg Times.*

Hotels.—Cogill's, 12s. 6d.;—Royal, 7s. 6d.; Boarding House, Mortimer Hall (late Drake's), 8s. 6d.

For Advertisements see page 18.

Wynberg is a fair sized village on the eastern side of Table Mountain. The military camp on Wynberg Hill ranks as one of the most healthy among foreign stations.

The village is well planted with trees and is a model of cleanliness and good order, the water supply which was brought from the neighbouring mountain at a cost of £16,000 being particularly good. The surroundings are pleasant and the wine farms of Constantia (see Excursion No. 2) are easily accessible. For ascent of Table Mountain see below. The Wynberg side of the mountain enjoys an immunity from the south-east winds.

The railway runs as far as Simonstown, 22½ m.

Table Mountain.—The great charm of Cape Town, which entitles it to rank with Naples, Rio Janeiro and San Francisco as possessing one of the most beautiful bays of the world, is the magnificent mountain, which rises behind the town in a sheer precipice to the height of nearly 4000 feet, cutting the sky line with a jagged horizontal front two miles in length. The talus of this giant wall runs almost to the sea, the higher portion being covered with vegetation and seamed with ravines cut by the torrents which rush down from the mountain after rain. On either side and rather in advance of Table Mountain are two lesser peaks forming the horse shoe valley in which Cape Town is situated. That to the left, the **Devil's Peak,** rises to an elevation of over 3300 ft. and was known to the early navigators as the "mountain of the winds". At what date it acquired its later name is not known, but that it had its origin in popular superstition can hardly be doubted by those who have heard the south-easterly gales roaring and whistling among its desolate gorges. The mountain to the right is the **Lion's Head,** over 2000 ft. in height, which is connected by a spur with a lesser elevation first named St. James Mount and now known as the Lion's Rump or **Signal Hill.**

The **Ascent of Table Mountain,** although fatiguing, offers no mountaineering difficulties, the only danger to be apprehended being from the dense clouds which collect at times round the summit of the mountain and produce the well-known phenomenon of the Tablecloth. As this peculiar appearance is generally occasioned by south-east winds it occurs more frequently in summer than in winter, but the extreme suddenness with which the clouds arrive make it impossible at any time to predict that the mountain will be clear for the next twenty-four hours. Fatal accidents have occurred from visitors wandering about in the mist and falling over precipices, whilst others, preferring the safer plan

Robben Island (pop. 701) situated at the mouth of the bay, about seven miles from Cape Town, is regularly visited by the "Tiger" which leaves the docks Mondays, Wednesdays and Fridays at 9.30 a.m., returning in the afternoon. Landing is difficult on account of the surf. Permits at the Colonial Office.

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ROUTE I.

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Of late years extensive defensive works have been undertaken which will render the station impregnable from the sea. The town enjoys a magnificent climate, the only drawback being the south-easterly summer gales which blow during about four months in the year. Several creeks along the shore afford excellent bathing and the higher temperature of the water compared with that of Table Bay admits of even invalids indulging in this recreation throughout the year. The mean maximum air temperature for the year is 70·4° and the mean minimum 57·1°, the thermometer seldom falling below 50°. There are no buildings of any architectural pretensions. The town contains two Naval Hospitals, also English, Roman Catholic, Dutch and Wesleyan Churches.

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One of the best known Cantos of Camoens' "Luciad" treats of the passage round the Cape, described under the poetic similitude of the giant Adamastor—

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> —*Aubertyn's Translation.*

ROUTE II.

FROM CAPE TOWN TO WORCESTER BY RAIL; PASSING THROUGH STELLENBOSCH, THE PAARL, WELLINGTON, TULBAGH, AND CERES AND INCLUDING THE SIDE LINE TO MALMESBURY.

The trains leave Adderley Street Station twice daily, pass through the suburbs of Woodstock, Salt River (the junction of the Simon's Town branch) and Maitland into the Cape flats, a sandy tract connecting the Cape Peninsular with the main land. At no distant geological period the sea flowed over this low-lying area, connecting Table and False Bays by a shallow stretch of water. In modern times the drifts of sand, whirled across the flats by the boisterous south-easters, have proved very troublesome and for many years all attempts to fix the sands by planting proved unavailing. Later endeavours however have been more successful and a large area has been planted with pipe-grass and wattles, covering the hitherto shifting sands with a luxuriant and remunerative undergrowth.

Durban Road Junction, (12 m., carts meet train fare 1s. 6d.), is the nearest railway station to Durbanville (pop. 484), 6 miles distant, one of the centres of an important wheat-growing district which extends northward beyond Malmesbury. The country is flat and uninteresting.

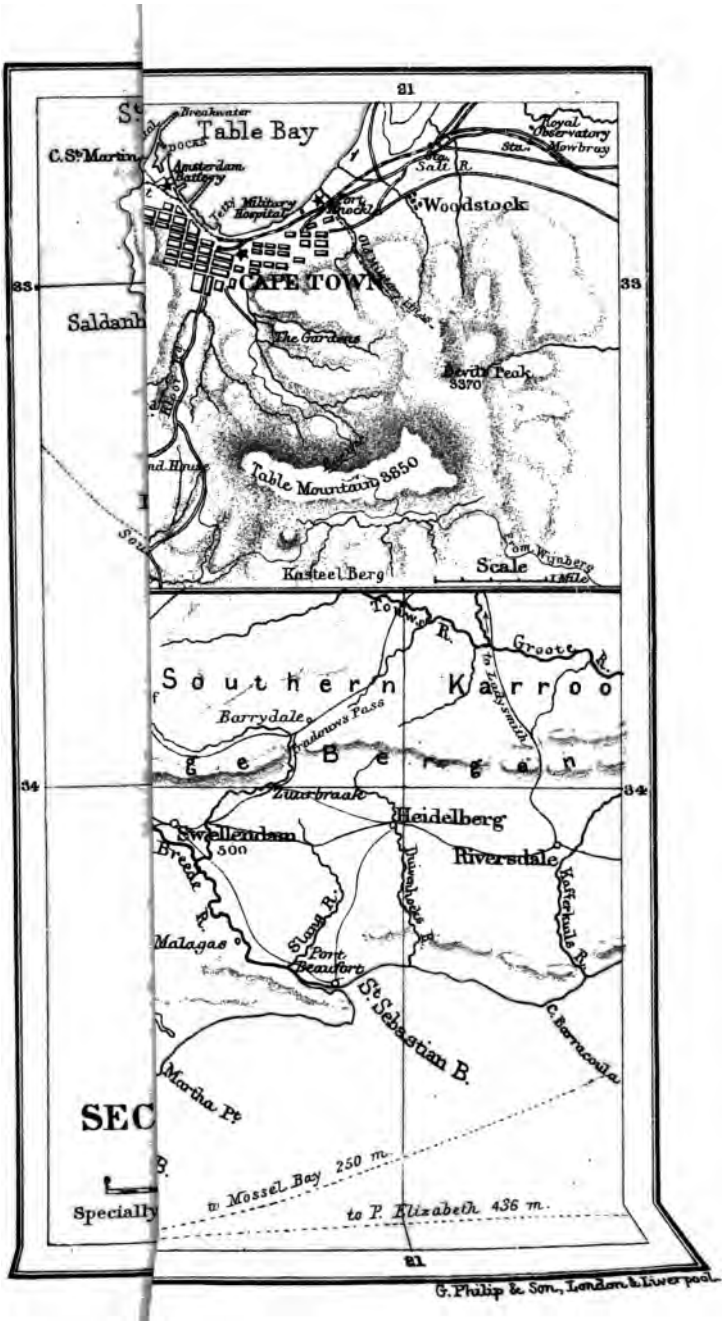
At this point the railway divides. The direct line passes Kraaifontein Junction for Malmesbury and rejoins the Stellenbosch loop line a little farther on.

Malmesbury, 49½ m. (pop. 2446), 363 ft. above sea level. Hotels: Commercial, 7s. 6d.

For Advertisements see pages 6, 8, 62.

Dutch, English and Roman Churches.

The village is pleasantly situated in the midst of a corn and wine district and contains a handsome town hall with a small library. The mineral springs which are enclosed in a stone building, fitted with baths and dressing-rooms for the convenience of bathers (1s.), are well known in South Africa. They have a temperature of 88° and have been found efficacious in cases of rheumatism and paralysis. Carts run from Malmesbury on Tuesdays and Saturdays to **Hopefield** (40 m., fare 12s. 6d.) (pop. 555), a small village near the Great Berg River, near where large fisheries are established.


21
Table Bay
Breakwater
Docks
Amsterdam Battery
Fort Military Hospital
Fort Knocke
Royal Observatory
Mowbray
Salt R.
Woodstock
CAPE TOWN
Saldanh
The Gardens
Devils Peak 3370
Table Mountain 3850
Kasteel Berg
Scale
1 Mile
33
34
Southern Karroo
Barrydale
Tradouw's Pass
Zuurbraak
Heidelberg
Swellendam 500
Riversdale
Breede R.
Duivenhoks R.
Vet R.
Malagas
Stony B.
Port Beaufort
St. Sebastian B.
C. Barracouta
Martha Pt.
SEC
Specially
to Mossel Bay 250 m.
to P. Elizabeth 436 m.
21
G. Philip & Son, London & Liverpool



Darling (pop. 230), 25 m. from Malmesbury, is reached by post-cart, Tuesdays and Saturdays, fare 5s. There are hotels at both places.

The Stellenbosch loop line bends to the south-east as far as the Eerste River Junction, 21 miles, from where a branch line runs to Somerset West and Sir Lowry's Pass (see p. 148).

It then curves to the north-east, the scenery becomes more diversified, and to the right of the train the peaks of the Hottentot's Holland Mountains are seen which for many years formed the boundary of the Dutch Settlement. As the train enters the beautiful and fertile valley of Stellenbosch, vineyards and farms become frequent, and the scenery is perhaps more English in character than elsewhere in the Colony.

Stellenbosch (31 m., 346 ft. above the sea) (pop. 3464), distant ten min. drive from the station. Carts meet all trains, fare 9d. Hotel: Commercial, 7s. Mrs. Kirsten's boarding-house, 5s.. Mrs. Wium's, 6s.

For Advertisement see page 80.

The principal buildings are the College, an extensive establishment with a Grecian façade; the Theological Seminary of the Dutch Church, and the Dutch, English and Wesleyan Churches. There is a small library of 1800 vols.

Stellenbosch, with the exception of Cape Town, is the oldest settlement in South Africa, having been laid out by Commandant van der Stel in 1681 and named after himself and his wife, whose maiden name was Bosch. For many years it was the Ultima Thule of civilisation in South Africa and was repeatedly called upon to repel the encroachments of Bushmen and Hottentots. In the centre of the town, as in most others planned by the Dutch, is a large grass-grown square or common which, in the early days of the village, was the scene of an annual fair of considerable importance. The most noticeable feature of the town is the number of magnificent oak avenues which line the streets. These trees were planted by order of Van der Stel more than 200 years ago and have thriven amazingly in the damp, mild climate. The old houses in many instances are worthy of notice, their many paned windows and heavy thatched

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gables frequently dating from the first settlement of the town. Stellenbosch has always been an important educational centre, and its schools and colleges rank among the first in South Africa.

The summer climate is pleasant, the great oaks rendering the streets cool and shady on the hottest days, but in winter the rainfall is considerable and the town is extremely damp. The surrounding district is fertile and largely planted with vineyards which however have suffered severely of late years from the phylloxera. Fruit of all kinds is plentiful and cheap during the season. The water supply is abundant and good. Living is about 25 per cent. cheaper than in Cape Town and good houses may be obtained. There is however little society and none of the bustle of business. Under the leafy arcades the stillness of the cloisters reigns during the heat of the day, the town having at all times an ancient and sleepy appearance and a South African Rip Van Winkle might awake after a lengthy nap without finding many modern innovations to surprise him.

A fine view is obtained from the PAPAGAI BERG (half-an-hour) overlooking the town and valley with the Hottentot's Holland as a background, the road to which is a continuation of Dorps Street crossing the railway at Bosman's crossing where a path turns up the hill to the right, through the cemetery.

In the old days, when the existence of the Colony depended on every man being able to use his musket, this hill was the spot chosen for target practice. It was then the custom to mark out a ring, 120 feet in diameter, in the centre of which a pole was raised supporting a stuffed figure resembling a parrot (papagai); the marksmen stood round the circle and fired in turn, prizes of different values being awarded according to the part hit. A scarcely less curious target but one more worthy of our present arms of precision is occasionally to be met with among the up-country Boers of to-day. A hole about 18 inches deep is dug in a level piece of ground large enough to contain a turkey-cock, the bird being retained in the hole by means of a piece of canvas pegged over the top. In the centre of the canvas is an opening large enough to admit of the bird's freely protruding and withdrawing its head which forms an object by no means easy to hit at a hundred paces.

A pretty drive is to **Jonkershoek**, six miles, (cart, 7s.) among the spurs of the Hottentot's Holland where there is an old farm containing many picturesque nooks.

A good road at the foot of the mountains leads to **Somerset West**, no public conveyance, carts 12s. 6d. return. (See page 148.)

Another drive is to **Franschhoek** (pop. 648), three and a half hours (20s.) through a wine-growing country. This village was founded about the commencement of the eighteenth century by the Huguenot refugees and is well planted with oaks. There is a waterfall and some beautiful mountain scenery in the neighbourhood, which can also be reached from the Paarl. No hotel but good boarding-house (Gideon Kriel, 21s. per week).

Leaving Stellenbosch the railway joins the direct line at Mulders Vley and enters the valley of the Paarl, renowned for its vineyards. The view to the right is bounded by the Drakenstein Mountains, the opposite side of the valley being formed by the lesser elevation of the Paarl Mountains.

The Paarl, 49 m. *viâ* Stellenbosch, 36 miles direct from Cape Town, 405 feet above the sea (pop. 7663), centre of town 20 minutes' drive from the station; fare 1s., late trains 2s. *De Paarl; De Afrikaansche Patriot.*

Hotels: Royal, 8s. 6d. Boarding-house, Mrs. de Villiers, 5s.

For Advertisements see pages 6, 8, 20, 58, 69, 70.

Dutch, English and Lutheran churches; town hall with large concert room; library of about 3000 volumes.

The Paarl is situated on the banks of the Berg River along which it extends in a straggling line for a distance of about five miles. The houses in parts are much scattered and alternate with fruit gardens and vineyards. To the west of the town the Paarl Mountains rise to a considerable height and are crowned by three enormous granite boulders which go by the name of the Pearl (Dutch "paarl"), the Diamond and the Paarl Stone, the first of these giving its name to the district. The vineyards run some distance up the steep sides of the hill and in summer the soft green foliage contrasts picturesquely with the rugged slopes above. Much of the fuel burned in the town is derived from the so-called sugar bushes which grow on the summit, and many cleanly-swept tracks are noticeable down which the immense bundles of brushwood are dragged. On the eastern side of the town, at the distance of some miles, are seen the fantastic peaks of the Drakenstein which protect the valley in a great measure from the south-east winds.

The neighbourhood produces much of the best wine in South Africa some kinds being almost as much esteemed as

those of Constantia. The climate is pleasant, and the town is not so damp in winter as Stellenbosch. Most of the inhabitants are descended from the Huguenot settlers and the scions of the ancient and noble house of De Villiers are so numerous as to render nicknames indispensable.

The river is of considerable size for South Africa and affords bathing and fishing. A shady path known as the "Lovers' Walk" winds along the west bank for some distance.

The **Paarl Mountain** may be easily ascended by any of the numerous paths at the back of the town in about an hour, the best view of the town being obtained from the Paarl Stone onto which an old cannon has been hoisted to do honour to Her Majesty's birthday. A little farther back are seen the Pearl and the Diamond. The smooth rounded sides of the former are easily accessible and on a clear day the summit commands a most extensive view, Table Mountain and the sea being visible. The Diamond is more difficult of ascent.

An hour's walk among the vineyards to the south-east of the town leads to the RESERVOIR formed by closing in a gully in the mountain side. A little further on are the QUARRIES from which the granite used in the Houses of Parliament was obtained.

A covered post-cart runs to Franschhoek on Tuesdays, Thursdays, and Saturdays at 1 P.M. (two and a half hours) fare 4s. The road runs along the base of the Drakenstein Mountains to their junction with the Hottentot's Holland near which is the village. (See page 131).

Half way there is a fine waterfall which is the source of the Berg River.

Leaving Paarl station the train crosses the river by an iron bridge to LADY GREY Station, three miles distant, whence the town of Paarl is easily accessible by cart (1s. 6d).

The line now approaches the Drachenstein Mountains passing through a succession of vineyards and reaches—

Wellington, 58 m., 324 feet (pop., 2725). Town 15 minutes from station; fare, 1s.

Hotels: Masonic, 8s. Dutch and English Churches. Library with 1500 volumes.

For Advertisement see page 82.

The town is situated at the foot of the Drakenstein Mountains at the point where the pass known as Bain's Kloof crosses them to the Breede Valley. The town is regularly laid out and well planted with trees, a good sup-

ply of water being obtained from the mountains. At one time when the railway terminated here Wellington was the forwarding and receiving centre for the inland districts, and, prior to the time of railways, the magnificent road over the mountains secured to the town a large amount of waggon traffic, but in 1875 the line was opened to Ceres Road and this source of prosperity came to an end. The place has however a busy and prosperous appearance. Besides the wine and brandy industry there are waggon, leather, vinegar and jam factories, the fruit required for the latter being grown in and about the town. The climate is hot but healthy, and the town possesses exceptionally good educational establishments.

Bain's Kloof Pass.—There are no public conveyances across this pass. Carts may be hired for 20s. to 25s. Distance to second toll 14 miles; to Darling bridge 18 miles.

The pass was constructed about 1854 by convict labour under the direction of the late Mr. Bain and is justly considered one of the finest examples of road-making in the Colony. It has lost much of its importance since the opening of the railway beyond Worcester and now but little traffic passes over it.

After a drive of half-an-hour through pleasant country the first toll-gate (6d.) is reached at the foot of the mountains, whence the road winds gradually upwards at so easy a gradient that there is never any necessity for the horses to proceed at a walk. The scenery is very attractive, the slopes of the mountains being clothed with verdure and the gently rounded hollows below studded with farmhouses and vineyards. An ever extending view is obtained over the valley until the summit, 9 miles, is reached at an elevation of about 2000 ft. above the sea and 1700 ft. above the plain below. From this point the view on a clear day extends for about 40 miles. In the foreground lie the village and homesteads of Wellington; farther to the left is the fertile Paarl Valley and the mountains with their coronet of glistening boulders, the white houses of the town dotting the lower slopes being distinctly visible. Beyond these stretch the great grain-producing plains of the Koeberg, known as the granary of South Africa, which are bounded in the far distance by the deep blue of the Atlantic Ocean. Immediately on commencing the descent the character of the scenery entirely changes. The verdant and rounded slopes of the Western side are replaced by frowning and jagged masses of rocks which shut out the country in every direction. The road is blasted out of the side of the mountain and hangs many hundred feet over a ravine which conveys the head waters of the White River to the plain below. The descent continues steep and stony through the same wild scenery to the second toll-gate (9d.), 14 miles from Wellington, where the diffi-

culties of the pass may be said to end and the scenery becomes milder in character. After a further drive of three-quarters of an hour, the Darling Bridge, which crosses the Breede River, is reached at a point 18 miles from Wellington, 18 from Worcester, 20 from Ceres, 10 from Ceres Road Station and a quarter of an hour's drive from Breede River Station, whence the train may be taken if desired and the cart sent back to Wellington. During the spring the pass abounds in beautiful flowers, principally heaths and orchids. Partridges, pheasants and hares are plentiful and leopards and buck may be shot in the side kloofs. The tourist should take provisions with him as he cannot depend on getting anything on the road. The double journey occupies about 7 hours.

Leaving Wellington the train approaches the mountains and, at 60 miles from Cape Town, reaches HERMON, a little village with about 100 inhabitants.

Carts leave here for RIEBEECK KASTEEL and RIEBEECK WEST on Tuesdays, Thursdays and Fridays; fares 2s. 6d. and 3s. respectively. Both are little villages in the corn and wine districts. No hotels.

Piquetberg Road Station, 71 miles, is an important posting centre consisting of an hotel and a few stores.

Carts leave here Wednesdays and Saturdays at 12·45 A.M. for:—
Porterville (pop. 621) 24 miles, 5 hours, fare 11s.
Clanwilliam (pop. 708) abt. 100 miles, 18½ hours, fare 50s.
O'okiep (Copper Mines) (pop. 1902) 320 miles, 68 hours (fare by arrangement, Saturdays only).
Also on Tuesdays, Thursdays and Saturdays at 12·30 P.M. for:—
Piquetberg (pop. 461) 34 miles, 7 hours, fare 16s.

Leaving Piquetberg Road the line bends sharply to the east and ascends the Tulbagh Bank in a succession of steep gradients. The valley at this point is very narrow but soon opens out into the Tulbagh Basin, a fertile stretch of country producing grain and wine and surrounded by the Winterhoek and Witzenberg Mountains, the highest point of which reaches an elevation of 6840 ft. Tulbagh Road, 75½ miles, (hotel) is three miles from Tulbagh.

Tulbagh, cart, 1s. 6d. (pop. 639). Boarding-house; no hotel. The principal town of the district, situated in a deep valley. This neighbourhood is celebrated for the beauty and variety of its wild flowers which grow in wonderful profusion, the best month to see them being

September, when flower shows are occasionally held which attract large numbers of visitors from Cape Town.

The line now turns to the south-east to **Ceres Road Station,** 84½ m. (hotel) and 10 by Road from Ceres (post cart 4s).

The road traverses the celebrated **Mitchell's Pass,** opened in 1848, another fine example of road engineering. The scenery however, although fine, is not equal to that of Bain's Kloof. The Breede River takes its rise among the mountains that hem in the pass, and the road runs for six miles along the right bank, either blasted out of the solid rock or built up with retaining walls. A bridge at the entrance of the kloof connects the Worcester Road with the pass. The mountains are wild and rugged in the extreme but relieved as usual by the verdure of the valley and hollows. Portions of what is humorously termed the "old road" may still be seen, climbing over boulders and plunging into hollows with an utter disregard of gradient which nothing that ever ran on wheels could live through. Yet a little more than forty years ago this formed the only route by which the farmers dwelling in the rich Bokkeveld and the surrounding districts could convey their produce to market. Everything, including the waggons, was conveyed piecemeal on the backs of oxen and mules over the pass, the passage of which seldom occupied less than a week. The summit of the pass, 2000 feet, is reached about one mile from Ceres, from whence the road descends about 300 feet to the town.

Ceres, 1700 feet (pop., 1758). Hotels: Belmont Private Hotel, 12s. 6d., just outside village;—Commercial, 7s. 6d.;—Ceres Sanatorium, 7s. 6d.;—Faure's Boarding House, 6s.

For Advertisements see pages 24, 25.

The town, laid out in 1854, is situated on the Warm Bokkeveld and surrounded by mountains which completely screen it from the south-east winds. The town is prettily laid out with wide streets crossing one another at right angles and lined with oak trees. The Dwaars River, running through the town to join the Breede River, is crossed by a picturesque wooden bridge. Pure spring water is supplied to the town through a wooden viaduct from the Witzenberg Mountains. There are English, Presbyterian and Dutch Churches, the latter with more architectural pretensions than usual. There is also a small well-kept library of 1500 volumes.

Climate.—Dr. Leach, medical officer for the port of London, first called attention to the town in 1878 as a suitable place of residence

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Simon's Town, 22½ m. (pop. 3572) (Hotels, Royal British, 9s.), is the headquarters of the Cape and West Coast Naval Squadron. Extensive dockyard accommodation, extending for nearly a mile along the shore, has been erected, with all appliances necessary for refitting and repairing the vessels maintained on the station. The bay itself is well sheltered and affords splendid holding ground during the severest weather. The first British occupation in 1795 was effected from this point, General Craig landing his forces on the beach under cover of the fire from the fleet.

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There are two roads leading to the point, the first winding high up along the cliff for some distance and then turning inland, the other climbing by a long steep ascent to the summit of the tableland along which it continues. The country is wild and sandy and the scenery not very interesting. The light at the point is 840 ft. above the water level. From the edge of the cliff on which it stands, a vast mass of rock juts out to sea, at the base of which is a large isolated column known as Vasco da Gama's pillar. The outer point which trends a little farther south than the Cape itself is named after the well known South African astronomer Maclear.

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> —*Aubertyn's Translation.*

ROUTE II.

FROM CAPE TOWN TO WORCESTER BY RAIL; PASSING THROUGH STELLENBOSCH, THE PAARL, WELLINGTON, TULBAGH, AND CERES AND INCLUDING THE SIDE LINE TO MALMESBURY.

The trains leave Adderley Street Station twice daily, pass through the suburbs of Woodstock, Salt River (the junction of the Simon's Town branch) and Maitland into the Cape flats, a sandy tract connecting the Cape Peninsular with the main land. At no distant geological period the sea flowed over this low-lying area, connecting Table and False Bays by a shallow stretch of water. In modern times the drifts of sand, whirled across the flats by the boisterous south-easters, have proved very troublesome and for many years all attempts to fix the sands by planting proved unavailing. Later endeavours however have been more successful and a large area has been planted with pipe-grass and wattles, covering the hitherto shifting sands with a luxuriant and remunerative undergrowth.

Durban Road Junction, (12 m., carts meet train fare 1s. 6d.), is the nearest railway station to Durbanville (pop. 484), 6 miles distant, one of the centres of an important wheat-growing district which extends northward beyond Malmesbury. The country is flat and uninteresting.

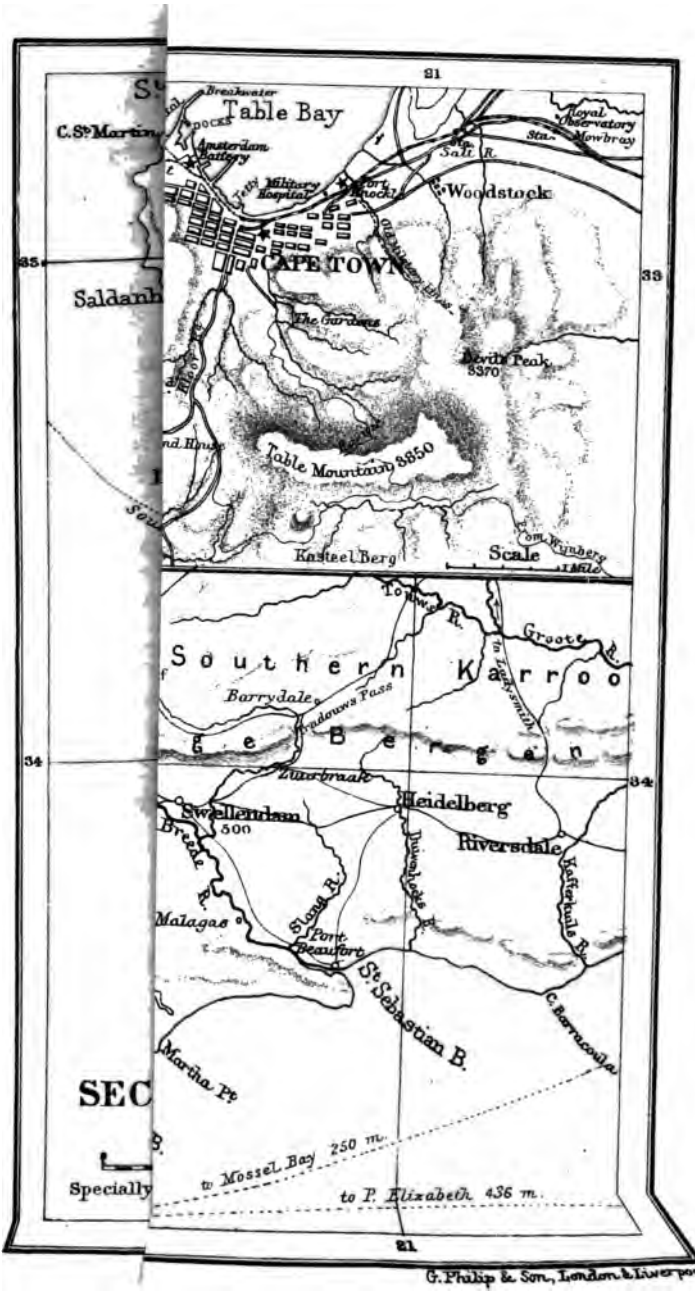
At this point the railway divides. The direct line passes Kraaifontein Junction for Malmesbury and rejoins the Stellenbosch loop line a little farther on.

Malmesbury, 49½ m. (pop. 2446), 363 ft. above sea level. Hotels: Commercial, 7s. 6d.

For Advertisements see pages 6, 8, 62.

Dutch, English and Roman Churches.

The village is pleasantly situated in the midst of a corn and wine district and contains a handsome town hall with a small library. The mineral springs which are enclosed in a stone building, fitted with baths and dressing-rooms for the convenience of bathers (1s.), are well known in South Africa. They have a temperature of 88° and have been found efficacious in cases of rheumatism and paralysis. Carts run from Malmesbury on Tuesdays and Saturdays to **Hopefield** (40 m., fare 12s. 6d.) (pop. 555), a small village near the Great Berg River, near where large fisheries are established.



G. Philip & Son, London & Liverpool.

Darling (pop. 230), 25 m. from Malmesbury, is reached by post-cart, Tuesdays and Saturdays, fare 5s. There are hotels at both places.

The Stellenbosch loop line bends to the south-east as far as the Eerste River Junction, 21 miles, from where a branch line runs to Somerset West and Sir Lowry's Pass (see p. 148).

It then curves to the north-east, the scenery becomes more diversified, and to the right of the train the peaks of the Hottentot's Holland Mountains are seen which for many years formed the boundary of the Dutch Settlement. As the train enters the beautiful and fertile valley of Stellenbosch, vineyards and farms become frequent, and the scenery is perhaps more English in character than elsewhere in the Colony.

Stellenbosch (31 m., 346 ft. above the sea) (pop. 3464), distant ten min. drive from the station. Carts meet all trains, fare 9d. Hotel: Commercial, 7s. Mrs. Kirsten's boarding-house, 5s.. Mrs. Wium's, 6s.

For Advertisement see page 80.

The principal buildings are the College, an extensive establishment with a Grecian façade; the Theological Seminary of the Dutch Church, and the Dutch, English and Wesleyan Churches. There is a small library of 1800 vols.

Stellenbosch, with the exception of Cape Town, is the oldest settlement in South Africa, having been laid out by Commandant van der Stel in 1681 and named after himself and his wife, whose maiden name was Bosch. For many years it was the Ultima Thule of civilisation in South Africa and was repeatedly called upon to repel the encroachments of Bushmen and Hottentots. In the centre of the town, as in most others planned by the Dutch, is a large grass-grown square or common which, in the early days of the village, was the scene of an annual fair of considerable importance. The most noticeable feature of the town is the number of magnificent oak avenues which line the streets. These trees were planted by order of Van der Stel more than 200 years ago and have thriven amazingly in the damp, mild climate. The old houses in many instances are worthy of notice, their many paned windows and heavy thatched

gables frequently dating from the first settlement of the town. Stellenbosch has always been an important educational centre, and its schools and colleges rank among the first in South Africa.

The summer climate is pleasant, the great oaks rendering the streets cool and shady on the hottest days, but in winter the rainfall is considerable and the town is extremely damp. The surrounding district is fertile and largely planted with vineyards which however have suffered severely of late years from the phylloxera. Fruit of all kinds is plentiful and cheap during the season. The water supply is abundant and good. Living is about 25 per cent. cheaper than in Cape Town and good houses may be obtained. There is however little society and none of the bustle of business. Under the leafy arcades the stillness of the cloisters reigns during the heat of the day, the town having at all times an ancient and sleepy appearance and a South African Rip Van Winkle might awake after a lengthy nap without finding many modern innovations to surprise him.

A fine view is obtained from the PAPAGAI BERG (half-an-hour) overlooking the town and valley with the Hottentot's Holland as a background, the road to which is a continuation of Dorps Street crossing the railway at Bosman's crossing where a path turns up the hill to the right, through the cemetery.

In the old days, when the existence of the Colony depended on every man being able to use his musket, this hill was the spot chosen for target practice. It was then the custom to mark out a ring, 120 feet in diameter, in the centre of which a pole was raised supporting a stuffed figure resembling a parrot (papagai); the marksmen stood round the circle and fired in turn, prizes of different values being awarded according to the part hit. A scarcely less curious target but one more worthy of our present arms of precision is occasionally to be met with among the up-country Boers of to-day. A hole about 18 inches deep is dug in a level piece of ground large enough to contain a turkey-cock, the bird being retained in the hole by means of a piece of canvas pegged over the top. In the centre of the canvas is an opening large enough to admit of the bird's freely protruding and withdrawing its head which forms an object by no means easy to hit at a hundred paces.

A pretty drive is to **Jonkershoek,** six miles, (cart, 7s.) among the spurs of the Hottentot's Holland where there is an old farm containing many picturesque nooks.

A good road at the foot of the mountains leads to **Somerset West,** no public conveyance, carts 12s. 6d. return. (See page 148.)

Another drive is to **Franschhoek** (pop. 648), three and a half hours (20s.) through a wine-growing country. This village was founded about the commencement of the eighteenth century by the Huguenot refugees and is well planted with oaks. There is a waterfall and some beautiful mountain scenery in the neighbourhood, which can also be reached from the Paarl. No hotel but good boarding-house (Gideon Kriel, 21s. per week).

Leaving Stellenbosch the railway joins the direct line at Mulders Vley and enters the valley of the Paarl, renowned for its vineyards. The view to the right is bounded by the Drakenstein Mountains, the opposite side of the valley being formed by the lesser elevation of the Paarl Mountains.

The Paarl, 49 m. *viâ* Stellenbosch, 36 miles direct from Cape Town, 405 feet above the sea (pop. 7663), centre of town 20 minutes' drive from the station; fare 1s., late trains 2s. *De Paarl; De Afrikaansche Patriot.*

Hotels: Royal, 8s. 6d. Boarding-house, Mrs. de Villiers, 5s.

For Advertisements see pages 6, 8, 20, 58, 69, 70.

Dutch, English and Lutheran churches; town hall with large concert room; library of about 3000 volumes.

The Paarl is situated on the banks of the Berg River along which it extends in a straggling line for a distance of about five miles. The houses in parts are much scattered and alternate with fruit gardens and vineyards. To the west of the town the Paarl Mountains rise to a considerable height and are crowned by three enormous granite boulders which go by the name of the Pearl (Dutch "paarl"), the Diamond and the Paarl Stone, the first of these giving its name to the district. The vineyards run some distance up the steep sides of the hill and in summer the soft green foliage contrasts picturesquely with the rugged slopes above. Much of the fuel burned in the town is derived from the so-called sugar bushes which grow on the summit, and many cleanly-swept tracks are noticeable down which the immense bundles of brushwood are dragged. On the eastern side of the town, at the distance of some miles, are seen the fantastic peaks of the Drakenstein which protect the valley in a great measure from the south-east winds.

The neighbourhood produces much of the best wine in South Africa some kinds being almost as much esteemed as

those of Constantia. The climate is pleasant, and the town is not so damp in winter as Stellenbosch. Most of the inhabitants are descended from the Huguenot settlers and the scions of the ancient and noble house of De Villiers are so numerous as to render nicknames indispensable.

The river is of considerable size for South Africa and affords bathing and fishing. A shady path known as the "Lovers' Walk" winds along the west bank for some distance.

The **Paarl Mountain** may be easily ascended by any of the numerous paths at the back of the town in about an hour, the best view of the town being obtained from the Paarl Stone onto which an old cannon has been hoisted to do honour to Her Majesty's birthday. A little farther back are seen the Pearl and the Diamond. The smooth rounded sides of the former are easily accessible and on a clear day the summit commands a most extensive view, Table Mountain and the sea being visible. The Diamond is more difficult of ascent.

An hour's walk among the vineyards to the south-east of the town leads to the RESERVOIR formed by closing in a gully in the mountain side. A little further on are the QUARRIES from which the granite used in the Houses of Parliament was obtained.

A covered post-cart runs to Franschhoek on Tuesdays, Thursdays, and Saturdays at 1 P.M. (two and a half hours) fare 4s. The road runs along the base of the Drakenstein Mountains to their junction with the Hottentot's Holland near which is the village. (See page 131).

Half way there is a fine waterfall which is the source of the Berg River.

Leaving Paarl station the train crosses the river by an iron bridge to LADY GREY Station, three miles distant, whence the town of Paarl is easily accessible by cart (1s. 6d).

The line now approaches the Drachenstein Mountains passing through a succession of vineyards and reaches—

Wellington, 58 m., 324 feet (pop., 2725). Town 15 minutes from station; fare, 1s.

Hotels: Masonic, 8s. Dutch and English Churches. Library with 1500 volumes.

For Advertisement see page 82.

The town is situated at the foot of the Drakenstein Mountains at the point where the pass known as Bain's Kloof crosses them to the Breede Valley. The town is regularly laid out and well planted with trees, a good sup-

ply of water being obtained from the mountains. At one time when the railway terminated here Wellington was the forwarding and receiving centre for the inland districts, and, prior to the time of railways, the magnificent road over the mountains secured to the town a large amount of waggon traffic, but in 1875 the line was opened to Ceres Road and this source of prosperity came to an end. The place has however a busy and prosperous appearance. Besides the wine and brandy industry there are waggon, leather, vinegar and jam factories, the fruit required for the latter being grown in and about the town. The climate is hot but healthy, and the town possesses exceptionally good educational establishments.

Bain's Kloof Pass.—There are no public conveyances across this pass. Carts may be hired for 20s. to 25s. Distance to second toll 14 miles; to Darling bridge 18 miles.

The pass was constructed about 1854 by convict labour under the direction of the late Mr. Bain and is justly considered one of the finest examples of road-making in the Colony. It has lost much of its importance since the opening of the railway beyond Worcester and now but little traffic passes over it.

After a drive of half-an-hour through pleasant country the first toll-gate (6d.) is reached at the foot of the mountains, whence the road winds gradually upwards at so easy a gradient that there is never any necessity for the horses to proceed at a walk. The scenery is very attractive, the slopes of the mountains being clothed with verdure and the gently rounded hollows below studded with farmhouses and vineyards. An ever extending view is obtained over the valley until the summit, 9 miles, is reached at an elevation of about 2000 ft. above the sea and 1700 ft. above the plain below. From this point the view on a clear day extends for about 40 miles. In the foreground lie the village and homesteads of Wellington; farther to the left is the fertile Paarl Valley and the mountains with their coronet of glistening boulders, the white houses of the town dotting the lower slopes being distinctly visible. Beyond these stretch the great grain-producing plains of the Koeberg, known as the granary of South Africa, which are bounded in the far distance by the deep blue of the Atlantic Ocean. Immediately on commencing the descent the character of the scenery entirely changes. The verdant and rounded slopes of the Western side are replaced by frowning and jagged masses of rocks which shut out the country in every direction. The road is blasted out of the side of the mountain and hangs many hundred feet over a ravine which conveys the head waters of the White River to the plain below. The descent continues steep and stony through the same wild scenery to the second toll-gate (9d.), 14 miles from Wellington, where the diffi-

culties of the pass may be said to end and the scenery becomes milder in character. After a further drive of three-quarters of an hour, the Darling Bridge, which crosses the Breede River, is reached at a point 18 miles from Wellington, 18 from Worcester, 20 from Ceres, 10 from Ceres Road Station and a quarter of an hour's drive from Breede River Station, whence the train may be taken if desired and the cart sent back to Wellington. During the spring the pass abounds in beautiful flowers, principally heaths and orchids. Partridges, pheasants and hares are plentiful and leopards and buck may be shot in the side kloofs. The tourist should take provisions with him as he cannot depend on getting anything on the road. The double journey occupies about 7 hours.

Leaving Wellington the train approaches the mountains and, at 60 miles from Cape Town, reaches HERMON, a little village with about 100 inhabitants.

Carts leave here for RIEBECK KASTEEL and RIEBECK WEST on Tuesdays, Thursdays and Fridays; fares 2s. 6d. and 3s. respectively. Both are little villages in the corn and wine districts. No hotels.

Piquetberg Road Station, 71 miles, is an important posting centre consisting of an hotel and a few stores.

Carts leave here Wednesdays and Saturdays at 12·45 A.M. for:—
Porterville (pop. 621) 24 miles, 5 hours, fare 11s.
Clanwilliam (pop. 708) abt. 100 miles, 18¼ hours, fare 50s.
O'okiep (Copper Mines) (pop. 1902) 320 miles, 68 hours (fare by arrangement, Saturdays only).
Also on Tuesdays, Thursdays and Saturdays at 12·30 P.M. for:—
Piquetberg (pop. 461) 34 miles, 7 hours, fare 16s.

Leaving Piquetberg Road the line bends sharply to the east and ascends the Tulbagh Bank in a succession of steep gradients. The valley at this point is very narrow but soon opens out into the Tulbagh Basin, a fertile stretch of country producing grain and wine and surrounded by the Winterhoek and Witzenberg Mountains, the highest point of which reaches an elevation of 6840 ft. Tulbagh Road, 75½ miles, (hotel) is three miles from Tulbagh.

Tulbagh, cart, 1s. 6d. (pop. 639). Boarding-house; no hotel. The principal town of the district, situated in a deep valley. This neighbourhood is celebrated for the beauty and variety of its wild flowers which grow in wonderful profusion, the best month to see them being

September, when flower shows are occasionally held which attract large numbers of visitors from Cape Town.

The line now turns to the south-east to **Ceres Road Station,** 84½ m. (hotel) and 10 by Road from Ceres (post cart 4s).

The road traverses the celebrated **Mitchell's Pass,** opened in 1848, another fine example of road engineering. The scenery however, although fine, is not equal to that of Bain's Kloof. The Breede River takes its rise among the mountains that hem in the pass, and the road runs for six miles along the right bank, either blasted out of the solid rock or built up with retaining walls. A bridge at the entrance of the kloof connects the Worcester Road with the pass. The mountains are wild and rugged in the extreme but relieved as usual by the verdure of the valley and hollows. Portions of what is humorously termed the "old road" may still be seen, climbing over boulders and plunging into hollows with an utter disregard of gradient which nothing that ever ran on wheels could live through. Yet a little more than forty years ago this formed the only route by which the farmers dwelling in the rich Bokkeveld and the surrounding districts could convey their produce to market. Everything, including the waggons, was conveyed piecemeal on the backs of oxen and mules over the pass, the passage of which seldom occupied less than a week. The summit of the pass, 2000 feet, is reached about one mile from Ceres, from whence the road descends about 300 feet to the town.

Ceres, 1700 feet (pop., 1758). Hotels: Belmont Private Hotel, 12s. 6d., just outside village;—Commercial, 7s. 6d.;—Ceres Sanatorium, 7s. 6d.;—Faure's Boarding House, 6s.

For Advertisements see pages 24, 25.

The town, laid out in 1854, is situated on the Warm Bokkeveld and surrounded by mountains which completely screen it from the south-east winds. The town is prettily laid out with wide streets crossing one another at right angles and lined with oak trees. The Dwaars River, running through the town to join the Breede River, is crossed by a picturesque wooden bridge. Pure spring water is supplied to the town through a wooden viaduct from the Witzenberg Mountains. There are English, Presbyterian and Dutch Churches, the latter with more architectural pretensions than usual. There is also a small well-kept library of 1500 volumes.

Climate.—Dr. Leach, medical officer for the port of London, first called attention to the town in 1878 as a suitable place of residence

for those suffering from lung diseases and since that time it has gained steadily in favour. Dr. Zahn, district surgeon writes: "*Its elevation and sparsity of population confer upon it all the advantages of diminished bacterial life, of so much importance in the treatment of phthisis, while the dryness of the atmosphere, especially during the summer months, and of the soil, a large amount of ozone in the air and the intensity of light all tend to make the climate an agreeable one and highly beneficial to the invalid. The nights are delightfully cool and bracing and the air being dry the invalid is enabled to sleep with open windows. . . . The winter months at Ceres are not so favourable as the summer.*" A separate meteorological table is given.

Every accommodation for invalids is obtainable at either of the sanatoriums.

The soil is sandy with a subsoil of yellow clay and rapid drainage is secured by the elevated position of the town. A further elevation of 1000 feet may be reached by a two-hours' drive. Fair sport is obtainable in the neighbourhood; fruit is abundant and good during the season. Before the railway was built Ceres was an important station on the route to the diamond fields, but now little traffic is to be seen save an occasional produce-waggon lumbering down to the nearest railway-station. There are no public conveyances beyond Ceres but carts may be hired in the town.

Returning to the Ceres Road Station the line continues to the southward through the Breede River Valley to the **Breede River Station,** 92¾ m., near the foot of Bain's Kloof which is visible to the right of the train.

At **Goudini Road,** 101 m., is a hot spring which has been found beneficial in cases of cutaneous affections but is little used, accommodation being defective.

Worcester, 780 feet, 109 m., mean winter temperature 56°, summer do. 75°; pop., 5400.—*The Advertiser.*

Hotels.—Commercial, 8s. 6d.;—Masonic, 8s.; Kock's Boarding House, 5s. English, Dutch, German and Congregational churches. Library in the post-office building with about 2000 volumes.

For Advertisements see pages 6, 8, 82.

The Central Railway from Ashton forms a junction here with the main line. Buffet at station.

The town is situated at the base of the Hex River Mountains and is well supplied with water from the Hex River, led in through an artificial canal six miles long. The town is laid out in parallelograms, grouped round a fine double square about which are gathered most of the principal buildings. The streets are lined with rows of blue gum,

oaks, willows and poplars kept green by a plentiful supply of water, their verdure being materially enhanced by the sterile appearance of the surrounding mountains.

Worcester is an important centre of viticulture, very large quantities of brandy and wine being produced in the neighbourhood. It is also one of the principal seats of the waggon-building industry. Some of the streets are partially lined with these immense vehicles, their bodies temporarily supported on nail kegs awaiting the finishing touches of the painter. The woods employed in their manufacture are mostly of colonial growth, the Knysna forests in particular producing large quantities of timber admirably adapted from its toughness and elasticity to withstand the shocks and strains occasioned by the South African roads. The well-known "Cape carts" are also made here in large numbers and are more than able to compete successfully with the importations from America.

At **Brandvlei,** distant nine miles, are thermal springs, with a temperature of 145°, resorted to for cutaneous diseases.

ROUTE III.

WORCESTER TO SWELLENDAM *VIÂ* ROBERTSON AND ASHTON.

The Cape Central Railway from Worcester to Ashton, is one of the few lines in the Colony owned by private companies. A fair amount of traffic passes along it and its principal importance is due to the fact that it must one day form part of the Coast system.

The line traverses the Breede River Valley and the district of the "Kalkbank" of which the wine producing capabilities are mentioned on page 31. A considerable quantity of grain is also grown and the valley affords pasturage to large flocks of sheep and cattle among which a few ostriches may be seen.

Robertson, 28 m. from Worcester, 614 ft. (pop. 2064).

Hotel.—New Commercial, 7s. 6d. English and Dutch churches. Small library.

The village is situated close to the foot of the mountains

and presents the usual appearance of white houses nestling among trees. It is of little interest save as an important agricultural centre. Waggon-making is also carried on to a considerable extent. The radiation of heat from the rocky overhanging mountains occasions at times an oppressively high temperature. (Carts to Lady Grey, 2s.)

The line proceeds to **Ashton,** 41 m., consisting of a few houses collected round the terminus, among them an hotel, 5 minutes walk from the station.

Carts to Montagu 4 miles, 2s. per head.

The road to Montagu turns to the left and speedily enters the celebrated **Cogman's Kloof** through which the Kingna and the Keizie, uniting at the head of the pass, run to join the Breede River. The rock scenery is very fine, the strata having been violently twisted and contorted by volcanic agency. In many places the rocks are highly coloured by lichens which appear particularly brilliant after rain. At one point a mountain spur has been tunnelled to admit of the passage of the road.

Montagu, 4 m. from Ashton, 750 ft. (pop. 1296).

Hotel.—Montagu, 7s. Mrs. Brink's Boarding House. English and Dutch churches.

For Advertisement see page 8.

Montagu is the centre of a fertile agricultural district and is principally known to the outer world through its hot mineral baths (110°) situated two miles from the village. The spring has been found very efficacious in cases of rheumatism and cutaneous complaints and is visited by invalids from all parts of South Africa. There is a boarding-house capable of accommodating 18 people erected on the spot (6s. per day). Two small baths are connected with the establishment and the arrangements have lately been considerably improved. The scenery around is mountainous and attractive.

Swellendam is reached from Ashton by post cart on Monday, Wednesday, and Friday mornings in $4\frac{1}{2}$ hours, fare 12s. 6d. Cape Town may be reached from here *viâ* Caledon. See Route V.

ROUTE IV.

WORCESTER TO KIMBERLEY, VRIJBURG, MAFEKING, TULI, &c., AND JOHANNESBURG *VIÂ* KLERKSDORP.

Leaving **Worcester,** 109 m. from Cape Town, the line follows the Hex River Valley and speedily meets the

apparently insuperable barrier of the Hex River Mountains which form the buttress of the Great Karroo Table Land above, and appear to shut out all further progress in that direction. But tunnels, embankments, steep gradients and sharp curves have overcome the difficulty and within a distance of 36 miles of Worcester an altitude of 3193 feet is reached being a rise of 2400 feet. Over 20 miles of that distance are at a gradient of 1 in 40 to 1 in 45, down which the train runs on the return journey without the necessity of steam. A fine view of the valley is obtainable from the summit, the scenery being all on the left hand side of the train in ascending. At **Touws River,** 160 m., a halt of a quarter of an hour is generally made for refreshments. The highest point on the line, 3588 feet, is reached between here and Matjesfontein near the 186th mile-post.

Matjesfontein, 194½ m., is a small village belonging entirely to Mr. J. D. Logan who, by means of energy and capital, is accomplishing wonderful things. There is a model station here with every convenience where a halt is made of 40 minutes for refreshments.

Opposite the station are an hotel and villa where visitors are received, 10s. a day. The climate is dry and bracing, the site being in the course of the breezes blowing between the Karroo and the Hex River Pass.

Carts leave here for **Sutherland,** 60 m. (pop. 410) every Friday, fare 50s., a little village in the centre of an extensive sheep-pasturing district.

At **Langsburg,** 213 m., the altitude of the line is only 2717 feet, the descent continuing until the Dwyka River is crossed at a level of 2537 feet, the lowest point beyond Worcester.

Prince Albert Road, 265½ m., is the nearest station to **Prince Albert, Oudtshoorn** and the **Knysna.**

Conveyances run to Prince Albert, 4½ hours daily, fare 12s 6d. To Oudtshoorn, on Sundays, Wednesdays and Fridays, fare £2 10s. For particulars see Route VI.

The line ascends to **Fraserberg Road,** 290½ m.

Carts run to **Fraserberg** on Tuesdays and Fridays, fare £2, in 18 hours (pop. 574). This village is another sheep-farming centre 4200 feet above sea level.

Beaufort West, 339 m. 2850 feet (pop. 2725).

Hotels.—Royal, 8s. 6d.; Masonic, 8s. 6d.; The Lemoenfontein Sanatorium, 3300 feet, 5 miles distant, 10s. 6d., carts, 5s. Public library, 1200 vols.—*The Courier.*

For Advertisements see pages 11, 20.

The Dutch and English churches are both of stone and the first is a very fine building. There are Wesleyan and other places of worship and Roman Catholic services every three months.

Being the largest town in this part of the Karroo and connected by train with Cape Town, Beaufort West is much resorted to by invalids. The district produces very large quantities of wool the production of which forms the staple industry of the inhabitants. Although the soil in places has proved exceedingly rich, the scanty rainfall renders agriculture an impossibility without extensive irrigation. The town itself is well supplied with water from a large dam with a capacity of 500 million gallons constructed at a cost of £1200. There is a Government plantation of trees in the neighbourhood and the village itself is an avenue of green pear trees and luxuriant gardens surrounded by fields, orchards and quince hedges.

Leaving Beaufort West the train passes between the Nieuwveld and Koude Bergen Mountains and ascends to the Northern Karroo by **Nels Poort,** 370½ miles.

Conveyances leave here on Tuesday and Friday afternoons for **Murrayburg** (pop. 1045) 50 m., fare 20s. and for **Wagenaars Kraal** on Saturdays at 6 A.M., 7 hours, fare 15s. Wagenaar's Kraal is considerably higher than Beaufort West and highly recommended for consumptives. It consists of two or three houses and gardens in the open veldt and is exceedingly quiet. Accommodation for a few people is provided.

At **Brakfontein,** near the latter, is a meteorological station. An extract of observations is given and may be regarded as typical of the climate in this portion of the Karroo.

Victoria West Road, 419½ m., is eight miles from—

Victoria West, 4100 feet (pop. 1200) (carts daily, fare 5s).

Hotels.—Commercial; Victoria. The village is situated in a kloof and is very healthy, but the winters are extremely cold.

Carts also run from the station on Wednesdays and Fridays, 27 hours, fare £2 10s., to **Carnarvon** (pop. 925) a village in the centre

of a sheep-rearing district. (Hotel). Van Wijk's Vlei, a reservoir capable of holding 35,000,000,000 gallons is in the Carnarvon division. The construction of this, the largest example of irrigation in the Colony, cost only £20,000.

Richmond Road, 471½ m., is 21 miles from—

Richmond, 4530 feet (pop. 1236) (hotel), one of the coldest spots in the Colony. Carts run daily, except Monday, fare 12s. 6d.

De Aar (pop. 617), 500½ m. (hotel), is the junction of the Cape Town and Port Elizabeth lines. A halt of 25 minutes is made at this station where refreshments are provided.

Carts leave here on Wednesdays and Saturdays for **Britstown,** 27 m., fare 20s., and for **Prieska,** 107 m., fare 40s. The latter is a village of about 500 inhabitants situated on the Orange River at the foot of the Doorn Bergen. The climate of the division is stated to be favourable to persons suffering from pulmonary complaints.

Hout Krall, 519½ m., is the station for—

Philipstown (pop. 781), 20 m., (hotel) (carts on Tuesdays, Thursdays and Saturdays, fare 10s.), noted for its healthy and invigorating climate.

Orange River, 570½ m. (hotel), a station shortly before crossing the Orange River. The bridge, constructed at a cost of £60,000, is probably the finest in South Africa. It was opened to traffic in 1885. The total length is 1230 ft. in 9 spans, the height above the water being 56 ft.

Hope Town, 3600 ft. hotel (pop. 747), 6 m. distant, is reached by cart, fare 7s. 6d.

It was in this district that diamonds were first discovered and the village is gradually growing in importance. The river is spanned at this point by another fine bridge, 1480 ft. long, the largest in the Colony, built by the Government at a cost of £114,000 for the purposes of general traffic.

From **Belmont Station,** 591½ m.

Carts leave on Wednesdays and Saturdays at 7·30 A.M. for:—

Douglas (pop. 264) 10 hours, fare £2.
Campbell (pop. 207) 13 hours, fare £2 10s.
Griquatown (pop. 401) 16 hours, fare £3 10s.

Modder River, 623 m. (2 hotels), has long been a favourite holiday resort of the inhabitants of Kimberley.

A cart runs from here to Jacobsdaal in the Orange Free State on Monday, Thursday and Saturday, fare 5s.

Beaconsfield, pop. 10,478 (whites, 4396) (2 hotels), must be regarded as a part of Kimberley with which it is connected by tramway. Originally intended as a home for those who had squatted round the mouths of the Du Toit's Pan and Bultfontein diamond mines, it was laid out as a separate township and possesses its own municipal offices, court house, gaol, &c., but the policy of monopoly pursued by the De Beer's Company has had disastrous effects, and a town, which would probably have joined Kimberley by this time if the mines had remained open, drags on a very miserable and second rate sort of existence just at present.

Kimberley, 4042 ft. 647¼ m. (pop. 28,718), of whom 12,658 are of European extraction.

Hotels.—Central, Du Toits Pan Road, 12s. 6d.; Grand, Market Square. 10s. 6s.; Queen's, Stockdale Street, 10s. 6d.; Transvaal, Market Square, 10s.; Craven, 10s.

The Post and Telegraph Office are on Market Square.

Trams run to Beaconsfield and De Beer's every half-hour; fare 6d.

Cabs.—1s. per adult per mile; 7s. 6d. per hour; 50% extra at night; 20 lbs. luggage free.

Daily Independent;—*Diamond Fields Advertiser.*

For Advertisements see pages 6, 8, 54 to 56, 68.

The existence of Kimberley, dates from the year 1870 when diamonds were first discovered on the farms of Du Toits Pan and Bultfontien. The rush which followed speedily created an extensive mining-camp, which, in course of years, gradually developed into the substantially-built township of the present day.

The first diamond appeared on the scene three years prior to the discoveries at Kimberley, a trader named O'Reilly obtaining a stone of 21¼ carats from a Dutchman who was entirely ignorant of its value. This stone was submitted to the crown jewellers and finally purchased by Sir Philip Wodehouse for £500, O'Reilly most honourably dividing the proceeds with the former owner. Two years later the same Dutchman obtained from a Hottentot for £400 a stone of 83½ carats which he immediately sold for £11,200. This stone, since valued at £25,000, is now known as "the Star of South Africa" and is in the possession of the Countess of Dudley.

Diggers now arrived in great numbers and the Vaal River diggings were discovered, a population, reckoned at 10,000, spreading along both banks of the river, all eagerly engaged in searching for the precious gems which in a moment could make a poor man wealthy.

The discovery of diamonds in the dry diggings next drew many from the river to Du Toits Pan and Bultfontein and, the following year, two more mines were found in the farm Voruitzicht, which

became known later as De Beers, and Kimberley, the whole four mines being situated within a circle, 3½ miles in diameter.

The farms soon changed hands and the new proprietors imposed increased taxes on the diggers, leading to disputes which were speedily complicated by an international question as to the ownership of the soil. The proclamation of 1871, declaring Griqualand West to be British territory, was disputed by the Orange Free State whose claims were finally settled in 1876 by the payment of £90,000. In 1875 the diggers, irritated by the actions of the Government, rose in rebellion and hoisted the black flag, but the disturbance fortunately passed off without bloodshed.

I. D. B.—The facility with which diamonds could be stolen, and the great profits attached to a systematic method of thieving, had naturally attracted a large number of scoundrels from all parts of the world, who found ready tools in the natives employed in the mines. This illicit traffic attained such enormous proportions that it is supposed that at one time not half the diamonds found reached their legitimate owners. In 1882 and 83 stringent regulations were enacted with regard to the possession of rough diamonds and an extensive detective department was inaugurated. The trapping-system which came into vogue can only be defended on the ground of the great difficulty in bringing a conviction against an I. D. B. or illicit diamond buyer, by the ordinary methods of justice.

About this time the formation of Joint Stock Companies on a small scale commenced. This has since developed into the amalgamation of all the mines under one head.

Visitors passing through the diamond districts are warned that, under heavy penalties, no rough diamond may be bought from any but a licensed dealer.

The most striking feature of the town is the irregularity with which it is laid out. Here the straight streets crossing at right angles and at equal distances so generally found in South Africa, are replaced by a want of uniformity, due no doubt to its gradual growth from a mining camp. Corrugated iron still enters largely into its construction, although many iron buildings have been replaced by more substantial edifices.

Public Buildings.—The principal buildings are the High Court of Griqualand West on the Market Square, with a handsome clock-tower; the Post and Telegraph Offices on the same square; the Public Library, a handsome building of different coloured bricks in Du Toits Pan Road, well fitted up and containing one of the best collections of books

in South Africa, and the Kimberley Club in the same road, a tasteful building handsomely fitted up.

The Masonic Temple is also worthy of notice as is the spacious well conducted hospital on the Beaconsfield Road.

There is a small theatre in the town.

Churches. — There are Anglican, Wesleyan, Presbyterian and Roman Catholic Churches, the latter with a convent attached, besides other places of worship.

The **Park** is a large piece of ground with cricket and football fields and two pavilions. The cost of water however prevents it being a striking horticultural success.

Water Supply.—The town is lit by the electric light and supplied with water from the Vaal River from a distance of 17 miles. The difficulties of this latter undertaking were enhanced by the fact that Kimberley is nearly 500 feet above the river. The storage reservoir has a capacity of 10,000,000 gallons and a second reservoir at the half-way station containing 300,000 gallons. The pumping machinery at this point is not now used, as it is found possible to deliver the water with the one set of engines on the Vaal.

Climate.—See meteorological table and "Notes on Climate".

The surrounding scenery is flat and monotonous and the chief interest centres round the mines themselves of which by far the richest is the **Kimberley** mine, first known as the Colesberg Koppij, situated about five minutes walk from the market square. Claims were first pegged out on the 21st January, 1871, 31 feet by 31 feet, a strip of seven and a half feet being deducted from each to form roadways across the workings. The continual cutting down of the ground on each side however speedily made them unsafe and a succession of falls and slips occurred which, at the end of 18 months, had converted the roadways into a series of bridges. Hauling from the edge of the mine was then introduced and the roadways were removed. The diggers in the mine at this time were estimated at from 10,000 to 12,000. In 1874 the mine had reached 100 feet in depth and the diggers found themselves face to face with two serious difficulties; water began to accumulate at the bottom of the mine and the encasing rocks, left bare by the excavation of the diamondiferous soil, commenced to disintegrate and fall in, blocking the claims and rendering a great portion of the mine unworkable. In spite of heavy hoisting gear, the reef continued to accumulate and in 1878 one quarter of the claims were covered. During the next few years nearly a million and a half was expended in the removal of barren ground without any immediate improvement; in

fact in 1882 more than half the claims were buried and the remainder seriously hampered. In 1885 the greatest depth of the open working was 450 feet. the cavity excavated representing 9,000,000 cubic yards of which about half was reef. Mining is now carried on by underground working extending to a depth of 1200 feet.

The **De Beers Mine** lies exactly one mile to the east of Kimberley Mine and is somewhat larger in extent. Till within recent years reef difficulties have been kept well in hand, but in 1883 heavy falls began to take place which finally led to the adoption of underground working which has also reached a depth of 1200 feet. De Beer's is the show mine for visitors to see. Permits can be obtained and a few hours profitably passed in wandering from the original open hole to the engines which raise the blue, descending into the well lighted tunnels beneath the earth, passing across the floors to inspect the first washing. when the mud is taken from the disintegrated blue and carried to the top of an artificial hill, and finally watching the pulsator at work, the stones which are at length carried to the sorters being reduced in the various processes from 100 trolly loads to 5 cubic feet. The model village of Kenilworth is a pretty little place and all comers must be struck by the efforts of the company to make life agreeable to those they employ.

The **Bultfontein Mine,** situated two and a half miles to the south of De Beers and two and three-quarter miles south-east of the Kimberley has been mined by open workings which have reached a depth of from 600 to 700 feet. The discovery in 1889 of further deposits to the north-east has resulted in the extension by the N. E. Bultfontein Company. Although the network of hauling wires which used to exist in the early days of Kimberley and De Beer's is dispensed with now, the life and movement of a diamond mine worked on the open principle is a most curious sight.

The **Du Toits Pan Mine** is three-quarters of a mile to the north-east of Bultfontein. Most valuable stones come from here although its yield per load is lower than that of some of the other mines. The largest stone found in South Africa came from Du Toits Pan and weighed 404 carats or more than 3 oz. The mine is not being worked at present.

The **Wesselton Mine** about a mile east of the Du Toits Pan is being worked for a term of years on the open principle in agreement with the De Beer's Company to whom it belongs. It bids fair to become very extensive.

Two miles west of Kimberley is the Otto's Kopye mine, and it is possible that more mines may be discovered in the district and prove quite as rich as any known at present.

Bultfontein stones are the smallest, but are particularly pure in colour. The most valuable diamond, the Porter-Rhodes, a white octahedron weighing 150 carats and valued at £60,000, was found near the centre of the Kimberley Mine. The largest stone from the De Beers is a yellow diamond of 302 carats.

The total yield of diamonds from the four mines and the river

diggings, from their discovery up to date, probably exceeds ten tons, representing a value of some £60,000,000 sterling.

Carts run every day except Sundays from Hebron Road to **Barkly West,** distant 23 miles (fare 15s.) (pop. 1037). Hotels.—Queen's; Masonic.

For Advertisement see page 55.

The oldest town in Griqualand West and, prior to the sudden rise of Kimberley, the most important. It is situated on the north bank of the Vaal, here spanned by a bridge, and was once the centre of the RIVER DIGGINGS which are scattered along both banks for a distance of about 70 miles.

The principal river diggings are KLIPDAM, HEBRON, WARRENTON, GONG-GONG, WALDEKS and LANGLANDS. The diamonds are found among the river wash, the richest deposit being frequently embedded among immense boulders. Their origin is uncertain as, although they would appear to have been brought down by the river, very few stones have been found either above Christiana or below the junction of the Hart River. River diamonds are considerably more valuable than Kimberley stones but far less abundant. The largest yet found weighed 288 carats, and the total yield probably exceeds £2,000,000 in value.

The principal holiday resorts are Modder River to the south (previously mentioned) where the Modder and Riet Rivers join, and Warrenton, Hebron and Riverton to the north, in all of which accommodation may be had.

Riverton Road, 663 miles, is the station for—

Riverton, 9 miles. Carts daily.

Hebron Road, 674½ m., is the station for—

Hebron (pop. 790) (hotel), also on the Vaal River and an important centre for the river diggers. Carts daily, fare 4s.

The same cart runs on to Klipdam. For carts to Boshof and Bloemfontein, see Bloemfontein.

Warrenton (pop. 880) 691 m., is a small village on the Vaal at the point where the railway crosses the river. The village is named after Sir Charles Warren.

Post Carts leave here on Tuesdays and Saturdays for:—
Christiana, 6 hours, fare £1.
Bloemhof, 12 hours, fare £2.
Wolmeranstad, 22 hours, fare £3.
Klerksdorp, 31 hours, fare £4.
returning on Sundays and Thursdays.

For coaches between Klerksdorp and Johannesburg, see page 225.

Fourteen Streams, 694¾ m., is on the north bank of the Vaal and was an important transport and posting

station before the railway was opened through Bloemfontein, sharing with Vrijburg most of the traffic that previously fell to Kimberley.

The boundary between Griqualand West and Bechuanaland is crossed between Fourteen Streams and Taungs, 731 miles, situated on the Hart River.

Taungs is an important native centre, the chief Monkorane and his tribe, numbering nearly 10,000 souls, residing near the town. Sir Charles Warren erected a fort here during the Bechuanaland expedition. The soil is fertile and cattle breeding is carried on, the great drawback being scarcity of water.

Vrijburg, 773¾ m. (hotel) is the terminus of the Cape Government Railways, but the extension to Mafeking, about 100 miles further north, is in course of construction. Vrijburg, the capital of Bechuanaland, has increased rapidly in importance since it has formed the terminus of the railway. Its present prosperity however can scarcely survive the completion of the various railway systems. As a place of residence its advantages are not apparent, and the visitor will probably regard it as the dustiest and most uninviting town he has yet passed through. The surrounding country is undulating and covered with leaden-hued scrub which must render colour-blindness an actual blessing.

Conveyances leave Vrijburg on Sundays and Thursdays for Mafeking, fare £3 10s., and on Sundays only for Ramoutsa, £11;—Mochudi, £13 10;—Palla, £18 10s;—Palachive, £23 10;—Macloutsie, £28 10s.;—Fort Tuli, Salisbury, &c. See Chartered Company's Territory.

DISTANCES from Vrijburg to the following places in BECHUANALAND, &c.:—

Setlagoli, . . .	52 miles	Shoshong, . .	298½ miles
Mafeking, . . .	99 „	Gubulawayo, . .	598 „
Kanye . . .	163½ „	Zeerust, . . .	135 „
Molepolele, . .	203½ „	Malmani, . . .	129 „

Mafeking, 875 miles, is a thriving little town and business centre which will soon be connected with Vrijberg and the rest of the world by railway. It has been declared a "Free Warehousing Port" under the Customs Union Convention, and goods may be purchased there from Bonded Stores under "Rebate" an important point to those who

may use it as a starting point in the future. Standing as it does on the route to Mashonaland and between Bechuanaland and the Transvaal it can scarcely fail to maintain its position in the future as a centre for distribution.

There are English, Dutch and Wesleyan Churches. Hotels: Surrey.

For Advertisement see page 74.

DISTANCES from Mafeking to stations of the CHARTERED COMPANY (approximate):—

Ramoutsa (telegraph station),	80 miles
Palla Camp „ „	200 „
Elibe, on the Lotsani River,	300 „
Macloutsie Camp,	420 „
Tuli Camp,	470 „
Victoria Camp,	650 „
Chartered Camp, near Mount Wedza,	750 „
Fort Salisbury,	819 „

ROUTE V.

CAPE TOWN TO BLOEMFONTEIN, THE TRANSVAAL AND THE CHARTERED COMPANY'S TERRITORY.

Cape Town to De Aar, 500 miles, see Routes II. and IV.

De Aar to Naauwpoort, 69 miles, see Route XI.

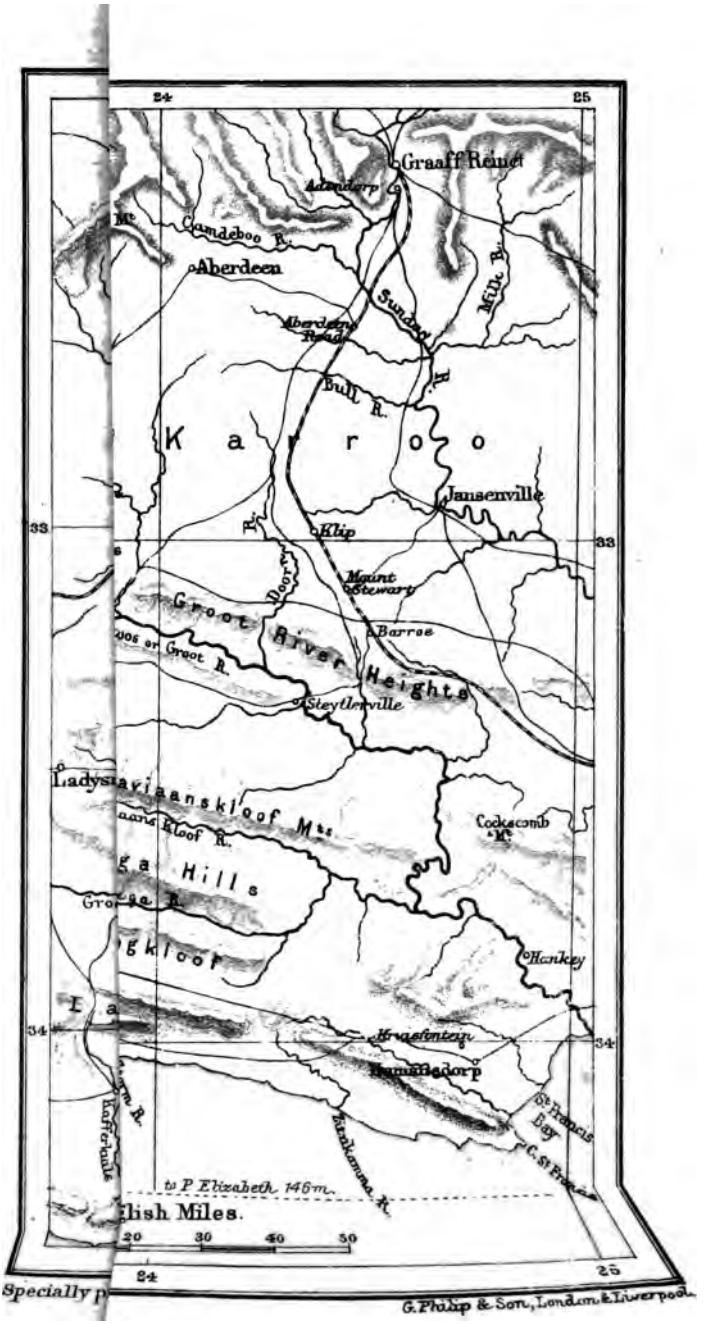
Naauwpoort to Bloemfontein and the Transvaal, 444 miles, see Route XI.

ROUTE VI.

CAPE TOWN TO MOSSEL BAY, OVERLAND *viâ* SOMERSET WEST, CALEDON, SWELLENDAM AND RIVERSDALE.

Same route as Route No. 1 to Eerste River Junction. From here a branch line, opened in 1889, runs to—

Somerset West, 30 miles from Cape Town, a picturesque little village with less than 1000 inhabitants, situated in a horse-shoe valley surrounded by the Hottentot's Holland Mountains. (Central Hotel. Cart from station 6d.) It is the centre of an important agricultural district and


24
25
Graaff Reinet
Addendorp
Camdeboo R.
Aberdeen
Sundays R.
Milk R.
Aberdeen Road
Bull R.
K a r r o o
Jansenville
33
Klip
Mount Stewart
Groot River Heights
Barroe
Steytlerville
Ladysmith
Cockscomb Mt.
Hills
Hankey
34
Grahamstown
Hammiedorp
St Francis Bay
C. St Francis
to P. Elizabeth 146m.
lish Miles.
20 30 40 50
24
25
G. Philip & Son, London & Liverpool.

large quantities of fruit and vegetables are sent from here to the Cape Town markets.

Three miles distant is the well-known watering-place—

Somerset West Strand (pop. 1600) which is rapidly rising in importance and bids fair to become the Brighton of Cape Town.

National Hotel (new); Conroy's, 5s.; Anderson's, 6s.; Eksteen's, 5s.; and several boarding-houses.

For Advertisement see page 80.

The Strand is most easily reached from the Strand siding about two miles from the village (carts 1s.) but conveyances can always be obtained from Somerset West.

The village extends about a mile along the sands of False Bay in the midst of pleasant scenery. To the west Table Mountain and the numerous elevations of the Peninsular may be seen terminating in Cape Point; to the east the Hottentot's Holland runs far out to sea forming Cape Hangklip. Below this point lie the remains of a vessel still visible in the clear water in which £60,000 in gold went to the bottom. Many attempts have been made to recover the treasure, but the strong current and frequent gales have so far baffled the skill of the divers. Excellent bathing and fishing is obtained opposite the village. The water is from 5° to 15° warmer than that of Table Bay owing to the influence of the warm current from the Indian Ocean. The fashionable season is from December to July.

Leaving the siding the train runs as far as **Sir Lowry's Pass** Station, 35½ miles from Cape Town, the present terminus of the line in this direction.

Carts leave here Mondays, Wednesdays and Fridays at 6 P.M. for Caledon, 7¾ hours, carrying the mail (fare 15s.). Other carts leave Mondays, Thursdays, and Fridays at 10 A.M. (fare 12s.) and are to be preferred as there is no night travelling and the carts are not blocked with mail bags. Private carts can be hired.

The road crosses the summit of the pass at an elevation of 1530 feet. During the ascent charming views are obtained over the bay and surrounding country, the light at Cape Point, 35 miles away, being distinctly visible on a clear night. In spring-time the pass abounds in most beautiful flowers. This part of the country may be regarded

as the natural home of the Cape heaths, of which it is calculated that over 350 varieties exist among the mountains. In three-quarters of an hour an easy descent commences to Palmiet River (one and a half hours) where refreshments may be obtained. The river is crossed by a wooden bridge and the road continues over long rolling downs to Houw Hoek (store and post-office, three hours) where the post cart changes horses. At this point the scenery improves, the road winding through the Houw Hoek Gorge with the Bot River running many feet below. A little further on, this river is crossed by a bridge and the undulating country continues to Caledon, which is reached in about six hours.

Caledon, 800 ft., 81 m. from Cape Town (pop. 1279). Average rainfall 21¼ in. but variable. The climate is genial and pleasant.

Hotels.—M'Leroth's; Devine's; Mrs. Langsmith. All boarding-houses about 6s. a day.

English and Dutch Churches, the latter a handsome building erected in 1880 at a cost of over £7000 and capable of seating 800 people. Small library.

The village is situated in a valley formed by the Hartebeest Mountains and one of the projecting spurs jutting out from the same range. To the south the view is bounded by the broken range of hills which line the sea shore, conspicuous among which is the elevation known as Babylon's Tower. The village is not laid out in the usual succession of parallelograms but the streets conform to the irregularities of the valley. The oaks and blue gums with which they are lined afford a grateful shade from the heat, further tempered by mountain and sea breezes, the coast being only 20 miles distant. Good shooting is procurable, hares, springbok, quails and paaus being plentiful in and around the mountains, the quail shooting in particular is considered to be the best in the Colony.

The baths are situated three-quarters of a mile from the centre of the village and are reached by a road ascending the rise to the north-east of the town, from whence a charming view is obtainable. The history of the baths dates back from the early days of Dutch occupation, and there is no doubt that the natives of the country made use of their healing

properties from a much earlier period. The Dutch East India Company were fully aware of their value, and many officials invalided from the East derived new strength and health from their healing waters. Subsequent to the taking over of the country by Great Britain many English East India officers visited the baths and wonderful cures were recorded. The opening of the Suez Canal, however, turned away the tide from the East, and the springs falling into incompetent hands were almost forgotten save by those in their immediate neighbourhood. Of late years the number of visitors has increased, and the baths are rapidly rising in favour with the medical fraternity who recommend the water for Gout, Rheumatism, Lumbago, and Paralysis. It is not unusual for a patient to arrive almost bedridden, and, after a few weeks' treatment, start off on foot for a shooting tour among the mountains. The springs are seven in number, one cold, the rest having a temperature of 120° at the fountain-head. Their total yield is 150,000 gals. daily and the following is an analysis of the water:—

Ferrous Carbonate . .	2·10	grns. per gal.
Calcic ,, . .	trace	,,
Sodic Sulphate . . .	0·85	,,
Calcic ,, . . .	1·63	,,
Magnesic ,, . . .	1·05	,,
Sodic Chloride . . .	4·03	,,
Silica	1·80	,,
Alumina	0·75	,,
Total	12·21	,,

The amount of Ferrous Carbonate held in solution in the water is stated to be four times the amount of that of any other known spring. The accommodation is being largely added to, the baths at present being four in number, of different temperatures, with a hot swimming bath. (Brand's Bathing Establishment: baths 6d. each.)

Mail carts leave Caledon on Tuesdays, Thursdays, and Saturdays at 4 A.M. for Bredasdorp, a distance of about 45 miles, occupying 10 hours (fare 20s.).

The road runs for a great part of the distance over light sandy plains, admirably adapted for sheep walks, and large quantities of wool are raised in the district.

Napier (pop. 539), 36 miles from Caledon, a village with Dutch and English churches and a small hotel, is the only place on the road where refreshments are obtainable.

Bredasdorp (pop. 600) 220 feet, is the chief town of the division, with English and Dutch churches and a small library. Standard Hotel.

Horses can be obtained here for **Cape Agulhas,** 20 miles distant, the most southerly point of the African Continent. A lighthouse has been erected on the Cape, 100 feet high, with a light visible at 6 leagues. Agulhas, signifying needles, is derived from the

saw-edged reefs and sunken rocks which run out to sea and are most dangerous to vessels hugging the land too closely. Probably the best known of the many wrecks which have been caused by the Agulhas Bank is that of the Birkenhead, which struck on the reef near Danger Point on the 26th February, 1852. The quiet heroism of the soldiers, who stood in line under their officers while the women and children were helped into the only two boats available, will not soon be forgotten. The vessel parted almost immediately and, between the surf and the sharks, 357 officers and men perished.

Mail carts from Caledon for Swellendam, 53 m., run three times weekly, Tuesdays, Thursdays and Saturdays (fare 20s.), leaving Caledon 1·45 A.M., reaching Swellendam mid-day. No other public conveyance, but private carts may be hired for about £3.

The road runs eastward at the foot of the Zonder Einde Mountains from which it is separated by the river of the same name. The Zonder Einde Post Station, 23 miles, is reached in 4½ hours where slight refreshments are obtainable and horses are changed. From here the road passes over the same fertile undulating country to Storms Vlei (7 hrs. 37 m.) where there is a small hotel and post-office and horses are again changed. From this point the country becomes more open. The Zonder Einde Mountains come to an end and the road bearing slightly towards the north approaches the Lange Bergen. At 50 miles the Breede River, until the completion of the bridge, is crossed by a pontoon (charge for vehicles 1s. to 1s. 6d., foot-passengers 3d.). The scenery here is very pretty, the river, about 80 yards wide, winding between steep banks covered with luxuriant foliage. From this point a hilly drive of four miles leads to—

Swellendam, 500 ft., 134 m. from Cape Town (pop. 1725).

Hotels: Reid's. Boarding-houses: Madeira House and Miss Kuhn's. English and Dutch Churches; library of 2000 vols.

The town of Swellendam is situated two miles from the foot of the Lange Bergen and extends for about 3 miles along the valley of a lesser tributary of the Breede River. It is one of the oldest towns in the Colony, having been founded in 1745, and was formerly of much greater importance and size than at present. The rise of the neighbouring villages, Montagu, Heidelberg, Riversdale, etc. gradually

sapped the trade of the older town and of late years in particular its prosperity has greatly declined. The mountains at the back of the town rise to a considerable height, and the deep wooded kloofs and gullies with which their sides are scored afford shelter to a quantity of game. In spring the neighbourhood abounds in the beautiful wax heaths, and wild-flower shows are occasionally held.

Ashton Railway Station may be reached by mail carts on Tuesdays, Thursdays and Saturdays, leaving at 6 A.M. (fare 15s., 5 hrs.), from whence the main line is reached at Worcester (see p. 136).

Port Beaufort seven hours distant from Swellendam by mail cart, leaving Saturday morning and returning Monday (fare 15s. small hotel) is situated at the mouth of the Breede River which is here of considerable width and navigable for several miles. As with all African rivers the entrance is obstructed by a bar which, however, does not prevent the ingress of small vessels. When the prosperity of Swellendam was at its height a considerable trade was carried on here, but now vessels seldom enter the river. It is probable that in the future its natural advantages will again secure its recognition among the South African harbours.

The main road may be reached at Heidelberg by a direct route if desired, carts leaving Port Beaufort 10 A.M. on Thursdays, 3½ hrs.

The mail carts for **Heidelberg, Riversdale** and **Mossel Bay** leave Swellendam on Tuesdays, Thursdays and Saturdays at midday being due at—

Heidelberg 4 P.M. 30 miles, fare 15s.
Riversdale 6·30 P.M. 49 miles, fare 22s. 6d.
Mossel Bay 2·45 A.M. 105 miles, fare 47s. 6d.

The road runs eastward from Swellendam and (¾ hr.) crosses a tributary of the Breede River by a fine bridge with masonry piers, (toll-gate at far end) built by the municipality during the palmy days of the town.

Zuurbrak (1¾ hrs.) on the Buffelsjagt River is a large mission station inhabited by over one thousand Hottentots under a native "Captain". They each have their allotment of land and a considerable stretch of the fertile alluvial ground of the valley is cultivated by them. The village has not a very prepossessing appearance, the dirtiness of the mud huts and undue familiarity of the pigs reminding one forcibly of the "finest pisintry in the world". The place contains English and Dutch Churches and a small boarding-house.

Carts leave Zuurbrak Tuesdays and Saturdays for **Barrydale** (3 hrs.) (pop. 350) returning Mondays and Wednesdays. The road may be seen crossing the mountains to the left by Tradouws Pass. Barrydale is a small village where a periodical Court is held once a month.

From this point the road to Heidelberg, overhanging the left bank of the stream, becomes more picturesque. Leaving the valley, a slight bend is made to the southward over elevated and hilly ground, completely devoid of trees till within a few miles of Heidelberg when clumps of Mimosa become frequent.

Heidelberg, 100 ft., 900 inhabitants (Hotels: Munnick's; English and Dutch Churches), is situated on the Duivenhoeks River.

The principal products of the neighbourhood are wool, grain, aloes and tobacco.

A mail cart runs from here to Port Beaufort, distant 21 miles on Tuesdays, returning Thursdays.

The road to Riversdale, 19 miles distant, lies over hilly heath-covered ground with occasional patches of sand.

Riversdale, 200 ft., pop. 1800. Royal Hotel. English and Dutch Churches. Small Public Library. Two Parks.

The town is situated near the Vette River and is about two miles in length. The district contains some of the best grazing ground in the Colony of which advantage is taken to rear large flocks of sheep, together with horses, mules and cattle. Great quantities of ostrich feathers are also produced in the numerous camps throughout the district, and the wool fairs held here twice a year are among the most important in the Colony. The town is well planted with trees and has an abundant water-supply. Good shooting is to be had in the neighbourhood.

A road recently opened over the Lange Bergen connects Riversdale with **Ladismith** in the South Karroo (pop. 595), a town 1860 ft. above sea level, with a dry and healthy climate and surrounded by some of the most productive farms in this part of the country. Carts leave Riversdale Wednesday mornings and Saturday evenings, nine hours—60 miles.

The main road to Mossel Bay passes the Kafferkuils River below its junction with the Vette River by a new bridge at

the bottom of the town and traverses uninteresting country to the Gouritz River, 36 miles. Formerly the road descended abruptly from the table land to the level of the river bed, by a declivity known as the "Hell". During the dry season the river could be easily forded, but, during the rains, its volume increases enormously and carts used then to be ferried across. It is now spanned by an iron cantilever bridge, 200 feet high and 240 feet long, which is available for railway purposes. From this point the ground is fairly level but occasionally heavy to Mossel Bay (23 m. farther on).

Mossel Bay, 239 m. from Cape Town, about 250 ft. above sea (pop. 2064).

Hotels: Standard; Union, 7s. 6d;—Masonic, 6s. English, Dutch and Roman Churches. Good Library. Park.

For Advertisements, see pages 63 to 65.

The town is situated on the sandstone bluffs overlooking Mossel Bay and, pretty enough from above, does not present a very attractive appearance from the sea. The houses are well built, the material in most instances being the sandstone quarried in the neighbourhood. The bay is protected from westerly gales by Point St. Blaize, which stretches for some distance out to sea on the west side of the town.

A wharf, built of wood and iron at a considerable cost enables small vessels to load and discharge cargo with every facility. At the extremity of the point, some twenty minutes' walk from the town, a lighthouse has been erected on an overhanging bluff, at the foot of which a dangerous reef of saw-edged rocks is visible at low water. Good sea bathing is obtainable in a rock-bound pool near the point, Mossel Bay being a favourite summer resort for those living in the district.

It is also a port of call for the coasting and intermediate steamers of the Union and Castle Lines and for the boats of the Clan Line, and is the centre of a large forwarding trade, only requiring a connection with the existing railway system to increase enormously. The town has a good supply of water led from the hills at a cost of £26,000. The climate is equable even for the coast, and the rainfall is only 17 inches.

Steamers leave every few days for the coast ports, fares by all lines the same.

To Cape Town (see table).

To Knysna 1st - - - £1 5 0.

„ 2nd - - - . 17 6.

ROUTE VII.

MOSSEL BAY TO OUDTSHOORN (DIRECT OR *vid* GEORGE), THE CANGO CAVES AND PRINCE ALBERT, TO THE MAIN LINE AT PRINCE ALBERT ROAD STATION.

Carts run direct to Oudtshoorn over the **Robinson Pass** on Mondays, starting at midday and returning from Oudtshoorn on Friday evening; the journey occupies 11 hours; fare each way 25s.

The view from the top of the pass, 2800 ft., is very fine. Food and lodging can be had at Hulme's, 1330 ft., 4 hours from Mossel Bay.

Another Route is *vid George*, by carts leaving Mossel Bay on Sunday, Wednesday and Friday mornings in connection with the Cape mail at about 4 A.M. The journey occupies 4 to 5 hours, fare to George, 15s. From this town mails and passengers are conveyed by another cart to Oudtshoorn over the **Montagu Pass** in 7 hours, fare 21s.

The first route, although shorter by fifteen miles, is not to be compared with the second in point of scenery.

Taking the route to George, the road follows for some distance along the shores of the bay, on which the remains of more than one wreck are visible, and then turns in a north-westerly direction towards the mountains. As far as Sprigg's Bridge the road is hilly and the ground covered in places with brushwood, among which the prickly pear and the aloe are conspicuous. From this point it is fairly level travelling to—

Great Brak River, 2½ hrs., a small village and posting station beautifully situated close to the sea, and much frequented as a summer resort.

For Advertisements, see page 44.

A climb of two and a half miles to the top of a saddleback affords a charming view, the valleys on each side being well wooded and thick with beautiful flowers and ferns. Far below on the left hand side the dark waters of

the river wind among pastures of the most vivid green, whilst on the right the hills rise more abruptly, and after rains a stream dashes down in a series of cascades to the valley below, where the white cottages of the village are visible among the trees.

On attaining the summit of the hill the road emerges on to a flat table land, some six hundred feet above sea level, affording good pasturage to horses and cattle; it continues with variations of hill, dale and swamp, to BLANCO (pop. 460, hotel), a prettily situated hamlet, whence a well-made road leads to George in three miles.

George, 35 miles from Mossel Bay and about 4 miles from the coast, 620 ft., (pop. 2400).

Hotels.—George, 8s. 6d.;—Blignault's Boarding House, 6s.

English, Roman Catholic and Dutch Churches; Public Library; *George and Knysna Herald.*

For Advertisements, see pages 43, 44.

The town is situated near the base of the Outeniqua Mountains, about three miles from the foot of Montagu Pass, and is undoubtedly one of the prettiest spots in the Colony. The streets are particularly wide, well shaded with oak trees and bordered with streams of running water. The surrounding scenery is as varied as it is beautiful, sea-coast, forest and mountain all being attainable within one hour's drive; good shooting is also to be had in the neighbourhood. The climate is renowned even in South Africa, and, unlike that of the coast belt in general, appears to be favourable to consumptive invalids. In its early days George was the centre of a very large district, Mossel Bay, Oudtshoorn and Knysna being included under its jurisdiction. It is still an Archi-Diaconal seat and a considerable centre for education. The English Church, well built of stone, was opened in 1850. To those seeking quietude and rest few places offer so many attractions as George.

Three miles from George is **Pacaltsdorp** (pop. 632), near the sea coast, the first English Mission Station in South Africa, founded in 1812. The church tower commands an extensive view. **Victoria Bay, Dutton's Cove, Keiman's River,** &c., are favourite holiday resorts in the neighbourhood.

The main road to Oudtshoorn leaves George on the western side of the village and returns to Blanco (three miles), which is the terminus of the Montagu Pass. This magnificent pass was opened in 1849 with great ceremony, having cost over £35,000. After passing the stone bridge at the foot of the mountains, where the surroundings are extremely pretty, the road ascends steadily for seven or eight miles amidst beautiful scenery, and winds along the left side of the valley high above the stream. Nearly the whole of the road has been blasted out of the side of the mountains, the declivity in most instances being too steep to allow of retaining walls. About half-way up a huge stone marks the grave of one of the convicts killed on the work. Vegetation is particularly luxuriant, many varieties of ferns being noticeable. After rain the pass abounds in waterfalls, some being of considerable beauty. Owing to the formation of the mountain slopes the water is perfectly clear, but of a dark yellow colour which changes into an inky blackness in the deep pools. The summit of the pass is about 10 miles from George.

A little way down the northern side, at a distance of 31 miles from Oudtshoorn, is the North Station Hotel (6s.), conveniently situated for tourists who may wish to explore the more hidden beauties of the neighbourhood; the scenery of the northern is not to be compared with that of the southern slopes. After leaving Doorn River Post Office the country becomes arid and stony, producing little but aloes, karroo bush, &c., though the soil proves fertile where water is obtainable. The road passes through the Paardepoort, a rocky defile 24 miles from Oudtshoorn, to the Olifants River-drift which is frequently impassable owing to floods. An iron bridge, built in 1883—but another being built at Baaken's Kraal will serve for traffic by both the Montagu and Robinson Passes—was washed away two years after its erection. Half-an-hour's drive on the other side of the river is—

Oudtshoorn, 1090 ft., 65 m. direct and 80 m. *viâ* George from Mossel Bay (pop. 4386).

Hotels.—Queens, 10s.;—Masonic, 8s. 6d.

Handsome Dutch Church built at a cost of £23,000;

English and Roman Churches ; Jewish Synagogue. Public Library, 1200 vols. Newspaper: *Oudtshoorn Courant.*

For Advertisements, see pages 6, 8, 65 to 69.

Oudtshoorn, situated on the Grobelaars River a tributary of the Olifant, is the centre of the richest and most populous district of the Colony and is generally considered to rank second in importance amongst the towns of the Western Province. The population of the district is estimated at about 25,000 almost entirely engaged in agriculture. Fruit and vegetables of all kinds are largely grown as well as many of the cereals, but one of the chief industries is tobacco planting, the best quality produced in the Colony being cultivated here. Another important industry is brandy and vinegar-making. Ostrich farming is extensively carried on, the district being peculiarly favourable to these birds some of which still exist in a wild state among the mountains. The valleys where water is obtainable are extraordinarily fertile and ground in some localities is very valuable ; one morgen of land (rather more than 2 acres) near Schoeman's Hoek is said to produce every year 80,000 lbs. weight of tobacco. Cigars, &c., are manufactured in the town.

The town itself is situated more or less at the bottom of a natural basin ; the water supply is not up to the mark, a matter which does not seem likely to be improved, as some of the members of the community are not prepared to incur their share of the necessary outlay. Many of the houses and stores are well and solidly built, and the streets through which water runs are lined with trees, the planting of which has greatly improved the sanitary condition of the town. Rain water is used for drinking. The climate is undoubtedly favourable for lung complaints.

The immediate surroundings of the town offer little of interest beyond the many ostrich camps, but 19 miles to the north are the famous **Cango Caves,** perhaps the finest stalactite caverns in the world.

The coaches to Prince Albert stop near the caves at De Vos' Hotel, 2 hrs., leaving Oudtshoorn, Tuesday, Thursday and Sunday mornings, the return coaches passing the hotel about midday on Mondays, Thursdays and Saturdays. Carts to the Caves and back may be hired in Oudtshoorn for 20s. or from Prince Albert, a much greater distance for about £2 10s.

De Vos' Hotel is conveniently situated for those who wish to pay more than a flying visit to the locality.

The Caves are situated in the limestone formation at the base of the Zwartberg Range and were discovered in 1780. The entrance, about halfway up a small hill, is of considerable size and is approached by a steep path. The Government has recently caused the

caves to be closed by an iron grating with the object of putting a stop to the wholesale destruction carried on by visitors. The key may be obtained from the custodian living at the foot of the hill who also finds a guide. Charges for one person 5s. ; for parties of three or four, 1s. 6d. each ; five or more, 1s. each. Additional native guides for carrying candles can be obtained for a small gratuity.

Near the entrance to the left are the indistinct remains of some Bushman wall-paintings apparently representing battle and hunting scenes. Fifty yards from the entrance an iron ladder 40 feet long descends into a large hall from which numerous passages branch off right and left into side chambers.

Everywhere the roofs and walls are covered with deposits of the lime-impregnated water which for ages has been slowly filtering through the rocks above. These deposits take the most varied forms, stalactites of all sizes hang down from the roof, some so slender that a touch will break them, others again, having met the stalagmite beneath them, have formed columns many feet in circumference. In other places the deposits assume more bizarre forms, flowing draperies and curtains, figures, animals and trees are all represented in the purest limestone, often spangled with crystals which sparkle like diamonds in the flickering torchlight. It is however in the more remote chambers that the fairy-like beauties of the caverns are best seen, for near the entrance the tourist has not hesitated to smash and batter down all that could be carried off or to paint his illustrious name on the milk-white walls. The more accessible places have suffered severely in this way but in the depths of the mountains many grottos may be found which have probably never been trodden by the foot of man. The caves have been explored for over a mile but appear to extend to a much greater distance. It is advisable for visitors to bring magnesium ribbon as no number of candles are capable of illuminating the large halls, neither is it possible to appreciate by their yellow glare the exquisite creamy, pink and yellow colouring of the rocks.

Other caves exist in the neighbourhood. One recently discovered is entered by a vertical shaft 70 feet deep but is of little interest. It is reported however to contain a large quantity of guano.

The same coaches which pass the Caves run *viâ* Prince Albert to Prince Albert Station (on the Western Main Line, 20 hours by rail from Cape Town) in 16 hours from Oudtshoorn, fare £2 12s. 6d.

The road crosses the Great Zwarte Bergen Range by a pass recently constructed *viâ* Schoeman's Hoek, at the summit of which a magnificent view is obtained.

Formerly the mail took the road through Meiringspoort, more to the east, a long rocky defile, 2400 feet above the sea, considered to be one of the grandest in South Africa and which in former ages was probably the outlet of a large sweet-water lake on the north of the mountains.

Prince Albert (10 hrs., 62 m., 2120 ft., pop. 1415; hotel and small boarding-house) is situated in a valley 12 miles from the top of the pass. English service is held occasionally in the Dutch Church. There is a small Library.

The town is pleasantly placed among gardens and fields, plentifully irrigated by an excellent water supply derived from the mountains. The climate is dry and healthy and the scenery at the entrance of the neighbouring pass is magnificent.

For further particulars see meteorological tables and "Notes on Climate," etc.

The alluvial gold diggings, 30 miles distant, call for no special remark.

The mail cart halts for one hour, leaving at 5 P.M. for the railway station which it reaches in time for the 11·40 P.M. down train to Cape Town The road passes over 28 miles of karroo, the plain being studded at first by mimosa trees, on the disappearance of which the veld becomes of the stoniest and most barren description. Twelve miles from the station is a half-way house where refreshments may be obtained. (Fare from Prince Albert to station 12s. 6d.)

ROUTE VIII.

MOSSEL BAY TO GEORGE, MILLWOOD, KNYSNA, HUMANSDORP AND PORT ELIZABETH (FOR ROUTE TO GEORGE SEE ROUTE VII.).

Post Carts leave George on Mondays at 6 A.M.; Wednesdays and Fridays about 9 A.M., on the arrival of the Cape Town Mail, returning from Knysna Sundays, Tuesdays and Thursdays. Fares:—

George to Woodville 7s. 6d. 3 hrs.
,, Balmoral 20s. 8 hrs.
,, Knysna 25s. 10½ hrs.

From George the road crosses fertile country diversified by deeply cut river beds the sides of which are generally clothed with dense forest. No district in the Colony is so well watered as this, no less than ten rivers being crossed on the way to Knysna, *viz.*; the Klein Zwart River, the

Keimans, the Silver River, the Trekentouw, the Diep River, the Hoogekraal, the Zwart or Geelhoudboom, forming the boundary between the George and Knysna divisions, the Karatara, on which the first gold-fields of the district were proclaimed, the Homtini and the Knysna. In every case the water, though perfectly clear, is of the dark colour common to all the streams on the south of the Outeniqua Range. Owing to the close proximity of the mountains the rivers rise very rapidly in rainy weather and great caution should be exercised in crossing them at these times with an inexperienced driver. Fortunately however they subside almost as rapidly as they rise and seldom cause much delay.

Woodville, 16 m., boarding-house, situated on open ground below the forest belt. In the early morning herds of elephants may sometimes be seen sunning themselves on the sides of the hills opposite.

This is the best place from which to visit the **lakes** which extend in a line parallel with the sea-coast at a distance of about five miles from Woodville. Horses may be hired at 7s. 6d. per day. The lakes, five in number, the Lang Vlei, Rond Vlei, Zwart Vlei, Groen Vlei and Ruigte Vlei, are all brackish and abound in very delicate fish which are generally caught in nets. During the greater part of the year the lakes are cut off from the sea by a sandbank thrown up to a considerable height by the tide, but, during the heavy rains, the water rises within the barrier and, overflowing the adjacent lands, turns the lakes into one sheet of water until the pressure is sufficient to burst the dam, or until the farmers, by making a small channel, enable the pent-up water to cut its way out; on these occasions large quantities of fish are carried out to sea but, being unable to live in salt water, are thrown up on the beach. The strand near the lakes is much resorted to by pleasure-seekers from the neighbourhood and from Oudtshoorn who bring their waggons and camp out, as there is no hotel accommodation. Splendid bathing is to be had on the sandy beach and beautiful seaweeds are frequently thrown up but there is a difficulty in obtaining fresh water.

From Woodville a fine drive of 28 miles leads to **Balmoral** or **Sour-flats** where there is an hotel (6s. 6d.) situated on the edge of the forest belt. Prior to arriving at this station, the road descends into the Great Homtini Gorge and crosses the river of the same name. The slopes are densely wooded and afford shelter to many beautiful birds, foremost among which is the lori, a large bird of the parrot

tribe with green and red plumage. Far rarer is the emerald cuckoo with its glittering green tail and wings and yellow belly, said to be peculiar to this part of the country. Elephants formerly abounded in the neighbourhood but the noise of the woodcutter's axe and miner's pick has driven most of them eastward. When seen in the vicinity of the road it is well to scare them away by shouting and whip-cracking before attempting to pass. These animals are strictly preserved on Government lands. Buffalo, leopard, boar and various kinds of antelope also exist in the forest, but the first are very scarce.

From Balmoral a road leads up through the forest belt to Millwood, six miles distant, the centre of the gold-mining industry in these parts. Most of the big timber near the road has been cut down and the forest scenery is somewhat disappointing. Several sawpits are passed and numerous slips, along which the timber is hauled by oxen, may be seen leading into the depths of the forest. The road is lined in many places with blackberry bushes which thrive wonderfully and afford food to the loris and other birds. About one mile from Millwood open country is reached and the camp may be seen clustering on the summit of a hill on the further side of the valley.

Millwood, 1500 ft. (pop. 226). Hotel: about 6s. 6d. a day. English Church with bimonthly service; Wesleyan Chapel.

The Camp, a collection of wooden and iron buildings, is at present half deserted owing to the partial failure of the fields. Unlike any other mining camp in South Africa Millwood is both beautifully and healthily situated and is far more likely to become a favourite health resort than the centre of a successful gold field. Owing to defective accommodation the advantages to be derived from its elevated position, perfect drainage and proximity to sea and forest are hardly as yet available for invalids. The view from the town overlooks the forest and embraces the coast as far as Mossel Bay and, when illuminated by one of the gorgeous sunsets for which the place is famous, can hardly be surpassed. The neighbourhood abounds in beautiful scenery almost unknown at present save to the alluvial gold digger.

From Balmoral a drive of three-quarters of an hour leads to the top of the Phantom Pass, down which the road descends 700 ft. to the Knysna Valley below, a fine view being obtainable from the summit. Ten minutes from the foot of the pass the Knysna River is crossed by a new wooden bridge. It was formerly impassable at high tide, which is felt up to

this point. Knysna is four miles distant and the road thither commands some good views of the estuary and the Heads.

Knysna, pop. 951. Hotels.—Royal, 8s. 6d.;—Criterion, 8s. 6d.;—Knysna, 6s. 6d. Dutch, Roman, Wesleyan and English Churches. Public Library. Rowing Club.

For Advertisements, see pages 41, 56 to 58.

The village is situated near a land-locked estuary, fed by the Knysna River, which affords good boating and bathing and is navigable for small boats for a distance of nearly eight miles. The harbour is entered by a narrow passage, guarded on each side by sandstone cliffs rising to a considerable height and known as the Heads. The present depth of water on the bar is never less than 14 feet and the Castle and Union coasting boats put in regularly, thus enabling a considerable trade to be carried on in railway sleepers and other timber. The inside anchorage is well protected on all sides and a relatively small expenditure might render the harbour one of the best in South Africa. The water area is spacious and could easily be made impregnable from the sea, and when the wealth of the back country (Hinterland) in timber, produce and possibly minerals is taken into account, it is difficult to understand why the harbour should have been passed over in favour of so called ports which have not a fraction of its natural advantages. Goods, &c., are landed on the jetty, against which there is a depth of water of 30 ft., but a small tug would be of great assistance to sailing vessels.

Owing to the want of stone in the neighbourhood, the roads are bad, and narrow gauge railways will be necessary for the proper development of the country and forests. As the Cape Government Railways are likely in the future to draw most of their sleepers from here, and as the timber can be employed for a number of purposes, including waggon building, &c., the district will probably have a prosperous future. Saw-mills and modern machinery are constantly being added to, and the Government are doing their best to encourage both the planting of trees and tobacco.

The town, laid out about 70 years ago, is pleasantly situated on flat ground near the estuary, and there is much pretty scenery in the neighbourhood, favourite excursions being to the Heads at the entrance of the harbour, and to Belvedere on the opposite side of the river. (Brighton Hotel, 5s. 6d.)

For Advertisement, see page 57.

A beautiful drive of ten hours through the forest over Prince Alfred's Pass leads to Avontuur and **Uniondale** (pop. 894; Royal Hotel), villages in the Lange Kloof.

The forest belt is entered at six miles and left behind at 18 miles and the road, which fords the Keurbooms River near the foot of the pass, crosses the watershed between Olifants River and the coast at Buffelsnek.

Post carts run from George to Avontuur, nine hours, and Port Elizabeth, *viâ* Humansdorp, 37 hours. The journey passes through settled agricultural country (the Lange Kloof), and is the most practicable route from Knysna to Port Elizabeth, letters taking about 2½ days.

Knysna to **Plettenberg Bay,** 19 m., post-carts leave Monday and Thursday.

Six miles from Knysna the Nutzi River is crossed on which are situated the Harvey and Carlsten waterfalls, about 15 minutes' walk from the road. It was near this spot that the Duke of Edinburgh shot his first elephant in 1867.

Plettenberg Bay is a deep inlet offering secure anchorage from all but south-easterly gales. The village contains an hotel.

To Humansdorp, 85 m., carts must be hired (£9 to £12). The road, which passes amidst magnificent scenery and forests, runs through Forest Hall, Covie, Storms River and Clarkson (accommodation at the Moravian Mission), joining the route *viâ* Avontuur near—

Humansdorp (pop. 554) 360 ft. above the sea which is nine miles distant and visible from the village. Hotels: The Star; The Farmer's Friend. Small Library. Dutch and English Churches. Newspaper: *The Re-Echo*. The streets are planted with trees, there is a good water supply and the climate is very healthy. Buck, partridge and wild duck are plentiful in the neighbourhood, which supports a population of 24,000.

The mail carts leave for Port Elizabeth *viâ* Cadles Pass at 9·30 A.M. on Mondays and Thursdays, 9½ hrs., 60 m., fare 27s. 6d.

Port Elizabeth (pop. 23,052, of whom over 13,000 are of European extraction). Distance from Cape Town by sea, 436 m.; by rail, 839½ m.; by coast road, 75½ hrs.

Hotels.—In the Lower Town: Palmerston, 11s. 6d.; Phœnix, 10s. 6d.—both near Jetty; Masonic, Central, George, 8s. 6d.—all in Main Street; Albany, 8s. 6d.—near Jetty. In the Upper Town: Bunton's Grand, 12s. 6d; Algoa House, 10s. 6d.

Newspapers.—*Eastern Province Herald; P. E. Telegraph; P. E. Advertiser.*

For P. E. Advertisements, see pages 6, 8, 20, 45, 74 to 76, 86.

Trams run from Market Square down Main Street to North End Park two and a half miles. Fare as far as St. Paul's Church, 3d.; any distance beyond, 6d. An electric line will shortly be opened from the Square to the Hill, running up White's Road.

Cabs.—From Railway Terminus or any part of Market Square or Main Street to the following:—

St. George's Park Gate	1s. 6d.	For 1 adult; every extra passenger pays half fare.
Nazareth Home	1s. 6d.	
Back Gate, St. George's Park	1s. 6d.	2 children under 12 = 1 adult.
Race Course	2s. 6d.	
North End Station	1s. 6d.	20 lbs. luggage allow'd free.
Agricultural Show Yard	1s. 6d.	3d. charged for every 20 lbs. in excess.
Prince Alfred's Park	2s. 0d.	
North End Cemetery	4s. 0d.	Return fares one and a half times single fares.
South End of Sea Wall	1s. 0d.	

4 wheel vehicles, to hold 5 persons—per hour 5s. 0d.
2 „ „ 2 „ „ 3s. 6d.

Each additional mile, or part of mile, 1s. From 8 P.M. till sunrise 50% higher.

Poste Restante and **Telegraph Office,** corner of Main Street. The European mail closes on Mondays at 5 P.M. and arrives as a rule on Saturday.

Post Elizabeth is the second city of the Colony in importance. In 1820 a large body of about 5000 emigrants were landed in the bay, whose sandy shores and bleak hillocks were at that time only relieved by the few huts clustering round the little block-house of Fort Frederick. The town was at once laid out by order of the acting Governor Sir Rufane Donkin, and a stone pyramid, still occupying a conspicuous position above the town, was erected by him to the memory of his deceased wife, Lady Elizabeth, "one of the most perfect of human beings who has given her name to the town below". From that day the port has grown steadily and, by the energy and enterprise of its inhabitants, has earned the title of the Liverpool of South Africa. The Custom dues received here during the 13 years ending 1891 reached the sum of £6,047,000 against £4,666,000 received at Cape Town.

Viewed from the end of the North Jetty the town has a somewhat dusty and colourless appearance owing to the absence of trees and the sandy hills, clothed with scrub, which flank it on either side. In front the slope is so steep that steps often take the place of roads, and terraces of houses rise one behind the other until they overflow on to

the table-land beyond, where the villas, gardens and parks are hid from view by the brow of the hill. Both the North and South Jetties are well provided with hydraulic cranes and electric lights. Between them are two small landing stages and there is a pleasant walk along the concrete sea-wall as far as the commencement of the sands.

The anchorage affords good holding ground and is sheltered from winds blowing from south-south-east round by west to north-east. This limited protection is afforded by Cape Recife, six miles to the south-east of the town, but the lack of shelter to the east exposes the shipping to the heavy rollers occasioned by the frequent gales from that quarter. The prevailing winter winds are from the north-west. The first breakwater was commenced in 1856 and carried out for about 1700 ft. at a cost of £122,500; it was removed in 1869 at a cost of £38,500, as the harbour had been rendered useless by the silting up of the sand. Sir John Coode, whose advice was sought on the subject, recommended a scheme to cost £1,171,000, the execution of which has not yet been undertaken. The present accommodation consists of two wrought-iron jetties 1200 and 840 ft. long, costing, with their equipment some £150,000. Passengers and cargo are landed by means of tugs and lighters. Railways connect both jetties with the main line and large quantities of goods are conveyed without a break direct from the boats to their up-country destinations.

Public Buildings.—Entering Jetty Street from the North Jetty the new Harbour Board Buildings and Custom House are on the left whilst the first building to the right is the **Railway Station,** a substantial structure in white stone. Further on is the Palmerston Hotel and adjoining it the **Malay Mosque,** a yellow building in Moorish style. Jetty Street leads into **Market Square,** round which are clustered most of the principal buildings.

Occupying the south side of the square is the **Town Hall,** a handsome building in the Renaissance style with a clock tower, erected at a cost of £26,000. It contains, besides the Public Offices, a fine Public Library of about 20,000 volumes which, although not the largest, is the most perfectly arranged in South Africa. (Visitors are allowed the use of the newspaper room for one month on application to the librarian.) In the back of the building is a large public hall used for entertainments, etc. Behind the Town Hall are the Magistrates' Offices and opposite, in front, the Postal and Telegraph Offices.

At the corner of Market Square the new **Market Buildings** occupy a conspicuous position. The large amount of excavation required rendered the cost of construction very heavy (£70,000). An arched entrance leads into the **Fruit** Market, a large hall fitted with electric light, gallery and bandstand. To the left is the **Wool** Market, and a flight of steps at the end of the passage leads to the **Feather** Market and **Museum.** The feather markets are held on Mondays, Tuesdays and Wednesdays. The Museum contains many specimens of South African fauna, with collections of native weapons, ornaments, &c.

Main Street is the principal thoroughfare of Port Elizabeth and, with the exception perhaps of Adderly Street in Cape Town, is the finest in the Colony. Both sides are lined with offices and shops, several of the buildings being of great architectural merit, particularly the Lombard Chambers and the Standard Bank block. To the left is **St. Mary's Church,** Episcopalian, containing a well-carved reredos.

The upper part of the town, known as **"the Hill,"** a flat table-land overlooking the sea, is mainly composed of villa residences and is best approached by White's Road, leading from Market Square to St. George's Park. To the left is the **Roman Catholic Church** (St. Augustine's) with a good organ; opposite which is the new **Theatre.** On the top of the hill is an open plot of ground known as **Donkin Reserve** on which are erected the lighthouse and the memorial to Lady Donkin. Facing the reserve is the **Grey Institute School** with square clock tower, and near it the **Scotch Church.** A short distance from here is the **Hospital,** well known as one of the best conducted in South Africa.

Following Western Road the Grand Hotel is passed on the left hand. Farther on is Trinder square with the Club, the Convent and a little way back Trinity Church (Anglican). Beyond on the right is the **Jewish Synagogue** with a domed roof and a little off the road a handsome **Congregational Chapel** built in 1880. A spacious building on the lefthand side of the road is the **German Lieder Tafel.**

St. George's Park is well laid out with shady avenues, lawns and conservatories, and is worthy of notice because much of the soil on which the park is made has been carted to the spot. There are cricket grounds with pavilions attached, running grounds, &c. The park is open till dark in winter and till 6 P.M. in summer.

The south end of the town is divided from "the Hill" by **"the Valley"** formed by Baaken's River which runs into the sea near the bathing establishment.

The Volunteer Drill Hall is sometimes used as a rink.

The **water-supply,** brought 27 miles from Van Stadens River at a cost of £150,000, is excellent and has been the means of greatly improving the town.

There are also fresh and salt water Swimming Baths, charges 6d.

Climate.—See Meteorological Table and "Notes on Climate, etc.".

The surrounding country is flat, sandy and unattractive. **Emerald Hill,** six miles distant, is a favourite pic-nic resort (Hotel).

Zwartkops, seven miles by rail and one and a half from the sea on the Zwartkops River, is a favourite boating place (Hotel 8s. 6d.) from whence the river may be ascended for about four miles. **Red House** two miles from Zwartkops is another boating station on the same river.

ROUTE IX.

PORT ELIZABETH TO UITENHAGE AND GRAAFF REINET.

The railway passes the boating stations at **Zwartkops** and **Red House.** The next siding, **Perseverance,** is in the neighbourhood of a large saltpan which yields over 50,000 bags annually.

Uitenhage, 20 miles from Port Elizabeth, 170 ft. above sea level (pop. 5297).—*Uitenhage Times; Chronicle.*

Hotels.—Uitenhage, 8s. 6d.; Royal, Criterion, Crown, 8s. 6d.; Central, Masonic, moderate. English, Dutch, Roman, Wesleyan and Congregational Churches; Public Library.

For Advertisement see page 81.

Uitenhage, founded at the commencement of the century, is the oldest town in this part of the Colony and was long

the centre of a very extensive area, including the present districts of Albany, Port Elizabeth and Somerset. The town is placed in the pleasant valley of the Zwartkops River on which are situated several large wool-washing establishments, forming, together with the railway workshops, the main industries of the place. In the latter, 500 skilled artisans are employed in building and repairing rolling stock. Streams run through many of the streets which are regularly laid out and planted with trees. Water is brought from the magnificent spring at the base of the Winterhoek Mountains, of which the daily yield, in time of drought, has been estimated at over 2,000,000 gallons. At the upper end of the town are the Botanical Gardens which form a pleasant resort. An obelisk to the left of the entrance is erected to those killed in the Basuto war. The Town Hall is a handsome building in the Italian style and contains a good Library and Hall. Fruit and flowers produce abundantly and there are pleasant drives to be had, the surrounding veldt being bright and pretty.

The line skirts the base of the Winterhoek Mountains and traverses the Zwaart Ruggens, a district consisting of long low ranges of hills thickly covered with Euphorbia bush, &c.

Barroe, 103 miles, is the posting station for the districts to the west of the line.

Carts leave for—

Steytlerville (pop. 437), Mon. and Fri. aftns. 3 hrs. fare 6s. 6d.
Willowmore (pop. 801), ,, only 18 ,, ,, 18s.

The latter is the chief town of the district (hotel), which produces mohair, wool and ostrich feathers. The climate is dry and bracing and the town, 2760 ft. above sea level, has been recommended as a health resort for sufferers from pulmonary disorders.

Mount Stewart, 112 miles (hotel) is the posting station for—

Jansenville (pop. 540), 18 miles distant; carts run Tuesdays, Thursdays and Saturdays, fare, 7s. 6d. The village is situated on the Sunday River which flows through one of the most fertile valleys of the Colony. The district is mainly pastoral.

Aberdeen Road, 145 miles, from whence carts leave for—

Aberdeen (pop. 1255), 21 miles, on Mondays, Wednesdays, Fridays and Saturdays, fare 10s. The village (hotel), 2850 ft. above sea level, is picturesquely situated at the base of the Camdeboo Mountains. There is a plentiful supply of water and consequently gardens are numerous and prolific.

Graaff Reinet, 2500 ft., 184¾ m. terminus of the railway, pop. 5913.

Papers.—*Advertiser; Graaff Reineter.*

Hotels.—Drostdy, 10s.; Graaf Reinet, 10s..

For Advertisements see pages 6, 8, 20.

Graaff Reinet, the oldest and largest town in the midland districts, is built in a bend of the Sunday River which rises among the Sneeuwberg Mountains to the north of the town. The highest peak of this chain, which forms the watershed between the Orange River and the streams flowing into the Indian Ocean, is the Compass Berg, 7800 ft., the most elevated point in Cape Colony.

Owing to the plentiful supply of water available for irrigation the town has a verdant and pleasing appearance. Fruit and flowers of all kinds are produced in abundance, and its numerous gardens, vineyards and orchards, forming a veritable oasis in the dry Karroo Veld, have earned for the town the appropriate name of the "Gem of the Desert".

CLIMATE—See Meteorological Table and "Notes on Climate," &c.

The principal buildings are the churches, of which there are eight, the most conspicuous being the Dutch Reformed and the English. There are also a Town Hall and College. The Public Library contains about 7000 volumes. Many of the private houses are still built in the old-fashioned colonial style with heavily thatched roofs, gables and stoep, which add to the picturesqueness of the town and are immeasurably better suited to the climate than the corrugated iron abominations so frequent up country.

In the neighbourhood of the town facing the Spandau Kop is the so-called VALLEY OF DESOLATION, a confused grouping of columnar basaltic pillars rising to a height of 300 to 400 ft. and at Kruidfontein, 6 miles, are some sulphur springs (rheumatism) (Hotel, 7s. 6d.)

Carts leave for—

MURRAYBURG, Monday and Thursday, 11 hrs., no fixed fare.

NELSPOORT, Monday and Thursday, 22 hrs., fare from Murrayburg 20s.

Cape Town may be reached thus, *viâ*, Nelspoort in 42½ hours. Travelling by train all the way occupies about 60 hours.

MIDDELBURG, Wednesday, 14 hrs., no fixed fare.
SOMERSET EAST (*viâ* Pearston) Monday and Friday, 21 hrs., no fixed fare.
Somerset East may also be reached *viâ* Cookhouse Station in 19 hours train and 2½ hours cart.

ROUTE X.

PORT ELIZABETH TO THE ZUURBERG, GRAHAMSTOWN AND PORT ALFRED.

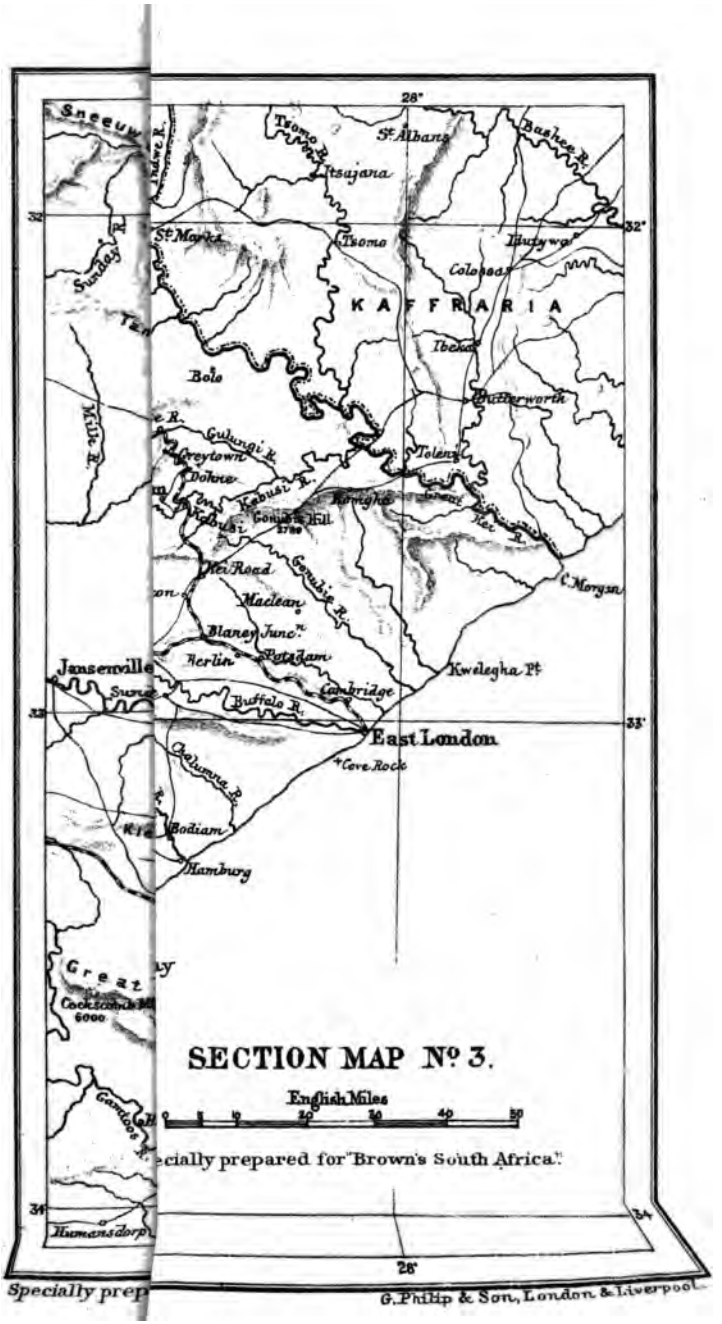
Passing Zwartkops Junction (see Route VIII. and IX.) the Grahamstown and Kimberley line runs in a northerly direction through an undulating stretch of country, which becomes more densely covered with bush as the train proceeds.

Coerney, 39 miles from Port Elizabeth, merely consists of the railway buildings and an hotel. Good shooting may be had here in the dense scrub, but sportsmen must beware of losing their way as fatal accidents have occurred, people thus lost having perished from exhaustion before they could be recovered. Elephants are fairly plentiful.

Those wishing to visit the **Zuurberg Pass** should write or wire beforehand to the proprietor of the hotel at the summit. Carts or horses will then be sent down to meet the train specified (charges 7s 6d. per head; return journey 5s.)

The road for three miles leads along flat ground, mostly through dense bush with occasional open spaces, to the foot of the mountains, whence it steadily ascends without any very severe gradients, through varied vegetation among which the tree Euphorbia is very conspicious, to the summit (seven and a half miles), 3000 feet above the sea. Many beautiful views of the surrounding hills and forests are obtained during the ascent and the final panorama is most extensive, embracing on a clear day, the whole of the low-lying country as far as the Indian Ocean, including the Winterhoek Mountains. From the summit the road continues over grassy tablelands to the **Zuurberg Hotel** (8s. 6d.) 2700 ft. a favourite resort of Port Elizabeth pleasure-seekers and invalids. There is much fine scenery in the neighbourhood; bush-buck, hares and partridges are plentiful but somewhat difficult to come at, owing to the steepness of the mountain slopes and the thick scrub with which in some places their sides are clothed. A good view is obtained from Woodifield Krantz, one mile below the hotel.

For Advertisement see page 82.



Specially prep

G. Philip & Son, London & Liverpool.



Webster's Farm, where there is another favourite health resort known as **Ann's Villa Hotel,** is 18 miles beyond the Zuurberg, 2 hours from Commadagga Railway Station and 20 miles by road from Somerset East (see Route XI.).

Leaving Coerney the line traverses hilly bush country, very sparsely populated, the principal industry being cattle and sheep farming. The three stations of **Mimosa** (47 m.) **Sandflats** (54 m.) and **Bellevue** (60 m.) have no villages attached. The scenery becomes more mountainous and picturesque as the spurs of the Zuurberg Mountains are approached.

Alicedale (71½ m.) is an important railway junction.

The line to Colesberg and Bloemfontein branches to the northward, that to Grahamstown continuing in an easterly direction. Refreshments may be had at the railway restaurant. There is a small village near the station.

The country in the neighbourhood of the Grahamstown line becomes more pastoral from this point and supports large flocks of sheep. The hilly nature of the ground necessitates many steep gradients, 1 in 40 being the maximum. Travelling is very slow, under 11 miles an hour including stoppages, but the return journey is much more expeditious.

Grahamstown, 106 m., 1800 ft., is reached in nine and three-quarter hrs. from Port Elizabeth. Pop. 10,436, of whom 6271 are of European extraction.

Papers—*The Penny Mail; The Journal.*

Hotels.—Morris's (late Wood's), 10s. 6d.; Masonic, Cathcart's, Railway, all 8s. 6d.; Murray's Boarding House, 5s.; Sanatoriums—Morris's (see Route XIII.), 8s. 6d.; Waterloo House, one mile, 8s. 6d.

For Advertisements see pages E, 6, 8, 44 to 47.

Cabs 1s. per mile per person.

Grahamstown is the metropolis of the Eastern Provinces and is situated on the slopes of the Zuurberg Mountains, near the source of the Kowie River.

Founded in 1812, it was made a military station in 1819 and received a fresh accession of importance when the colonists of 1820 decided on making it their rallying point in the difficulties that they foresaw must arise with the natives. For many years the district was the scene of almost continual warfare, and there is scarcely a hill, valley or krantz in the neighbourhood that has not

witnessed some fierce struggle between the sturdy settlers and their savage opponents.

In 1819 the Kaffir Linksh, advancing under cover of the bush, made a desperate attempt to rush the settlement with his 10,000 warriors, but the garrison of 320 men drove them back with great loss. In 1834 the chief Hintsa, at the head of a large force, swept over the border, murdered many of the settlers on the outlying farms and destroyed hundreds of homesteads. There was severe fighting again in 1846 principally among the defiles of the Amatola Mountains when the natives under Sandilli were speedily forced to submit; but three years later, on Christmas Eve, the same chief again rose against the whites and massacred a number of farmers and their families. He was not finally subdued until 1853 when the removal of his tribe beyond the Thomas River may be said to have relieved Grahamstown from all fear of actual invasion.

Public Buildings.—The substantial stone Gothic **Town Hall** in the High Street was completed in 1882 at a cost of £18,000. The most striking feature is the square clock-tower projecting on arches over the pavement, erected to commemorate the heroism and sufferings of the settlers of 1820 in their struggles with the natives.

The *interior* contains on the ground floor a fine Council Chamber embellished with the portraits of ex-mayors and other local celebrities, a hall for concerts, dances, &c., and a PUBLIC LIBRARY of about 12,000 vols. Ascending to the first story there is a brass mural tablet to the memory of those who fell in the Basuto War of 1880 and 1881.

The MUSEUM, on the first floor, the result of 40 years of intelligent work, is in many respects the best in South Africa, and is now under the direction of Dr. Schoenland. It is particularly rich in Bushman and Kaffir ornaments and South African fossils, dried plants and insects; the two last to be seen on application to the curator. The collection of local snakes, in case 11, is admirably preserved and many of the stuffed mammalia have been prepared with great skill. In case 5 there is a fine example of the rare black leopard. The groups of birds with nests should be noticed, particularly the hornbills which are unique.

The Museum is open free to the public from 9 A.M. to 1 P.M. and from 2 to 5 P.M., except on Wednesdays when it closes at 1 P.M.

Grahamstown is the seat of two bishoprics, the Anglican and the Roman Catholic, both of which denominations have their Cathedral. The superintendency of the Wesleyan body is also located here.

The **Anglican Cathedral** in High Street, is at present being enlarged. The foundation stone was laid by Prince

Alfred during his visit to South Africa. The spire by Sir Gilbert Scott is one of the highest in the Colony (180 ft.) and contains a clock and chime of bells added at a cost of £1,200. There is a small monument in the interior to Colonel Graham after whom the town is named.

St. Patrick's Cathedral situated a little to the left of the High Street is in the Gothic style with battlements to roof and towers.

Other Anglican churches are **St. Bartholomew's,** near the Albany General Hospital, **Christ Church** in the suburb of Oaklands, and St. Philip's (Kaffir) well worthy of a visit. The **Wesleyan Commemoration Chapel** in the High Street, the oldest place of worship in the town, was erected by the early settlers. There are also Baptist, Presbyterian and Salvation Army Chapels. At West Hill is a Native Training Institute.

The town is one of the principal educational centres of the Colony. In addition to St. Andrew's College, founded in 1855, there are the Public School, St. Aidan's College (Roman Catholic) and the Cathedral Grammar School, all for boys; with the Diocesan College, the Wesleyan High School (erected at a cost of £10,000), St. Peter's Home and the Convent School, for girls.

Hospitals.—The Albany General Hospital is largely supported by Government Grants. It is favourably situated amidst the outskirts of the town and is surrounded with pleasant grounds. Paying patients are taken at 10s. per day including use of private room. There is a smaller establishment for the use of the chronic sick. The Eastern Province Lunatic Asylum is situated in the old barracks just beyond the town. Both the above-mentioned establishments receive patients from all parts of the Colony.

The Eastern District **Court House,** a somewhat top-heavy building of Grecian design, is in the High Street. There are three resident judges.

The **Albany Hall,** provided with stage and scenery, is sometimes used as a rink. There is a race course $1\frac{1}{2}$ miles from the town.

The **Botanic Gardens** situated at the end of the High Street are approached through the old Drostdy or

Court House, now devoted to the uses of the Public School. Parliament sat here in 1864. Turning to the left the *Gardens* of about 100 acres considered the finest in South Africa are entered through iron gates. The fertile soil, plentifully irrigated, is covered with a luxuriant tropical and semi-tropical vegetation, and the natural beauties of the valley have been carefully preserved in laying out the grounds. The conservatory was erected to the memory of Colonel Fordyce who fell in the Kaffir War of 1851.

The **Swimming Bath,** 100 ft. by 54 ft., is situated at the end of the garden; entrance 6d.

The town **water-supply** is provided for by four reservoirs, situated at different points on the outskirts of the town. Water is laid on to the houses in pipes. In addition to the above sources of supply many houses are provided with underground tanks. The neighbouring hills have been well planted with fir and other trees.

As a place of residence, Grahamstown is perhaps only second to the suburbs of Cape Town. The streets are wide and lined with trees and, although few of the buildings have any pretensions to architectural merit, the town generally is well and solidly built.

The surrounding country is all that the sportsman and lover of nature can desire. Buck of various kinds, hares, pheasants, &c., are found in the neighbourhood and, within a few miles, good fishing may be had in the shady pools of the Kariega River.

The fact that the town is the seat of two Bishoprics and of the Law Courts of the Eastern Provinces tends to give a higher tone to society than is generally found in South African towns, and the Library, Museum and Eastern Provinces Literary Society offer many advantages to visitors of intellectual tastes.

Living is cheap and good, one of the features of town life being the early morning market which is always well stocked. Grahamstown is one of the few places in the Colony where cheese is made.

As a health resort Grahamstown has a high reputation and has been long recommended by the medical profession. The town is sheltered from strong winds, which usually blow from the South-West, and the rainfall, is distributed evenly throughout the 12 months. For fuller particulars see meteorological tables, etc.

Carts leave for—

KING WILLIAM'S TOWN, Mondays and Thursdays at 6·30 A.M., 82 m., 12 hrs., fare £2. 30 lb. baggage allowed, 6d. per lb. on excess.

FORT BROWN, 18 m., 2½ hrs., fare 15s., and FORT BEAUFORT, 50 m., 9¼ hrs., fare £1 10s., Wednesdays and Saturdays at 7 A.M.

CARLISLE BRIDGE, Tuesdays and Fridays, 7 A.M., 27 m., 6 hrs., fare 15s.

ALEXANDRIA, Mondays and Thursdays at 7 A.M., 36 m., 7½ hrs., fare £1.

The Kowie Railway opened in 1883 and owned by a private company runs to Port Alfred, 43 miles, but the line, owing to the failure of the port, has not turned out a financial success. Passengers are probably safer from collision here than on any line in the world as there is only one train, which runs down on Tuesdays, Thursdays and Saturdays, returning on Mondays, Wednesdays and Fridays.

The Blaauwkrantz Bridge, 13 miles from Grahamstown, crosses a deep rocky gorge in one span at a great elevation, and is in point of design the most graceful in the Colony.

Bathurst, 33 m. (hotel, 7s. 6d.), is a small municipal village with 400 inhabitants.

Port Alfred (pop. 1081), at the mouth of the Kowie River is the favourite seaside resort of the Eastern Provinces. The river, for 18 miles, is navigable for boats and the scenery in some of the reaches is very beautiful.

Hotels.—Cole's, Kimberley, Style's, all 8s. 6d. Several boarding-houses, 5s. to 7s. 6d. per day.

For Advertisement see page E.

The port, on which over £800,000 has been expended, has so far been a disappointment, the gross amount of the customs dues collected being less than is required to keep the works in repair. There is good holding-ground at the outer anchorage and small vessels from 10 to 12 ft. in draught can enter the river and discharge alongside the wharf. The harbour-works are of the same nature as those at East London and elsewhere and consist of two training walls or piers, which run out from the shore on each side of the river mouth and are designed, by deflecting the action of tide, to aid the river in pushing the bar away from its mouth into deep water. So far the success of the scheme has not been great, as in seven years the depth of water over the bar only increased by 3 ft. 4 in. and during the last few years, owing probably to the existence of a reef of some harder material, scarcely any improvement has been noted.

Port Alfred from the beauty of its river scenery has been called the Dartmouth of South Africa.

ROUTE XI.

PORT ELIZABETH BY RAIL TO CRADOCK, COLESBERG, BLOEMFONTEIN, JOHANNESBURG AND THE CHARTERED COMPANY'S TERRITORY.

For rail to **Alicedale** (pop. 328) 71½ m. where a halt is made for refreshments see p. 173. The line then passes the eastern extremity of the Commadagga Range through a thinly populated bush country to the station of Commadagga 92½ miles.

Carts leave here for **Ann's Villa** (see p. 173) on Wednesdays and Saturdays, four hours. This is also the nearest station for **Riebeek East.**

The line now approaches the bank of the Great Fish River along which it runs for many miles.

This river is one of the most considerable in Cape Colony and drains over 12,000 square miles with an estimated annual discharge of 51,724 million cubic feet. Its banks for many years formed the boundary of the Colony, and the dense thickets in its neighbourhood were for long the natural strongholds of the aggressive Kaffirs dwelling on the east bank.

For historical particulars see "History".

Cookhouse, 126¾ m. Hotel.

Carts for Somerset East	2½ hours;	15s.	Daily.
,, Bedford	3½ hours;		Do.
,, Adelaide	6 hours;	Tues., Thurs., and Sat.	
,, Fort Beaufort	10 hours;		Do.
,, Alice	12¼ hours;		Do.
,, King Wm's Town	18¼ hours;		Do.

Fares as far as Fort Beaufort subject to arrangement. Thence to Alice, 10s.; King William's Town, 30s.

Somerset East, 2400 ft., pop. 2888.

Hotels.—Somerset, 8s. 6d.; Royal, 8s. 6d. English, Dutch, Wesleyan and Presbyterian Churches. Public Library, 4000 vols. Small Museum.

Paper.—*S. E. Advertiser.*

Prettily situated at the foot of the Boschberg Mountain whence an excellent water supply is derived. It has a beautiful summer climate and is surrounded by picturesque scenery, having a marked advantage in this respect over the majority of the Karroo farming centres. The Glen Avon waterfall, 300 feet in height, is four miles from the village. Fruit of all kinds is abundant.

Climate.—See Meteorological Table and "Notes on Climate, &c".

Bedford (pop. 1157), 2450 feet above the sea (two hotels), is situated near the foot of the Kaga Mountain (Library).

Paper.—*Bedford Enterprise.*

Adelaide (pop. 1200), 1950 feet (two hotels), a thriving little town in the midst of mountainous country, is situated on the Koonap River. The district is mainly pastoral. On the north of the town the Great Winterhoek Mountain rises to a height of about 7800 feet.

Fort Beaufort (pop. 1007), 1500 feet, is a village on the left bank of the Kat River.

Paper.—*The Advocate.*

Hotels.—Commercial; Masonic. Public Library.

The Amatola Mountains and forests in the neighbourhood were the scenes of many conflicts with the natives during the frontier wars.

Alice is a smaller village on the other side of the river (hotel) 1680 feet above the sea. The important mission station of Lovedale can be visited from here.

Near Cookhouse Station the Fish River makes a bend of 20 miles of which the two ends are scarcely two miles apart, the fall in the circuit being 200 feet. Mr. Gamblé, C.E., has pointed out that a tunnel of three-quarters of a mile through the nek would enable the water from the river to be led on to 33 square miles of fertile ground for purposes of irrigation.

Cradock, 2856 ft., 181½ miles (pop. 4389).

Hotels: Victoria, Masonic, South African, all 8s. 6d.; Crown, 6s.

Papers.—*Midland News; Register.*

For Advertisements see pages 6, 8, 26, 27.

The principal buildings are the Town Hall, erected at a cost of £6000 with a Library of over 3000 vols. and the Dutch Church, costing £30,000. English, Wesleyan and Baptist Churches and Roman services occasionally. Wesleyan Chapel. The water-supply, which is sufficient for the requirements of the town, has been brought in at a cost of £22,000. There are several mineral springs in the neighbourhood, both hot and cold, and Bathing establishments have been erected. A park has been laid at the end of the town. There are some good schools.

Cradock is a thriving business centre with an important trade in wool, feathers and all kinds of local produce. Wheat and other

cereals are cultivated in the district but the farmers are mainly engaged in raising stock. The CLIMATE is extremely healthy and asthma is unknown. The heat, though at times very great, is easily endurable on account of the dryness of the air. The town may be regarded as one of the principal health resorts of the Colony and is recommended to patients by Dr. Symes Thompson as a good place of residence all the year round. See meteorological tables and "Notes on Climate, &c.". Fruit is abundant and there is shooting to be had.

Maraisburg, 40 miles (carts Tuesday 8·30 P.M.), with the usual churches, is near some large salt pans which employ a number of people.

Tarkastad, chief town of the division of Tarka, 4300 ft. (pop. 1203), is situated on an open plain to the north of the Winterbergen range, 38 miles from Cradock.

Hotels.—Molteno; Royal. Town Hall and Library.

The town is well laid out and amply supplied with water which runs through the streets. The district is rich in pasture and arable land, ostrich farming in particular has been carried on with success. The climate is extremely dry and invigorating and, owing to the open nature of the locality, the summer heat is tempered by continual breezes. It is stated that a knife left out on the veld for a year will not rust.

From Cradock the line runs through the elevated plateau of the Northern Karroo to Middelburg Road, 243 m., one junction of the Port Elizabeth and East London lines (Railway Hotel, 8s., see Advertisement), from Port Elizabeth and 6 m. by road from Middelburg (carts run twice daily, fare 2s. 6d).

Middelburg, 4000 ft. (pop. 1661). Hotels: Commercial and Central, 8s. 6d. Dutch, Wesleyan and English Churches. Library, 2000 vols.

Paper.—*De Middelburger.*

For Advertisement see page 39. 61

The centre of a large district producing corn and other cereals. The veld is also admirably adapted to horse and cattle breeding and ostrich farming. The town is laid out near a small tributary of the Fish River and the water supply is abundant, although somewhat hard. The winter climate is bright but cold and snow sometimes remains on the neighbouring mountains for days together. In summer the rainfall is principally supplied by violent thunderstorms. Two generations back the district swarmed with all kinds of game but, with the exception of springbuck and leopards, all has vanished long ago. This part of the country formed one of the hunting grounds of Gordon Cumming. The streets are well planted with trees and as a climatic resort Middelburg ranks very high.

The Midland and the Eastern Railway systems are now

connected by a branch line from Middelburg Road, which runs through Steynsburg to Stormberg Junction, 326 m., 11 m. north of Molteno, built at a cost of £457,411 and crossing the watershed at a height of 5350 feet.

Carts run from Middelburg Road to—
GRAAF REINET on Thursdays, 15 hrs. —— fare 30s.

Steynsburg, 292 m. (pop. 835) nearly 5000 ft. above the sea, is in the neighbourhood of the Zuurberg Mountains (Railway Hotel).

Naauwpoort, 269½ m. (hotel), is the junction of the branch line to De Aar, 69 m. long, which connects the Midland with the Western system. Near this point the line reaches its elevation of 5185 ft. A delay usually occurs at the junction to enable passengers to have dinner.

On the branch line to De Aar is HANOVER ROAD STATION, nine miles from—

Hanover (pop. 784), 4500 ft., Buis' hotel. Carts daily except on Sundays, fare 5s.

Pleasantly situated with a cold and bracing but very healthy climate, considered suitable for certain stages of pulmonary disease. The water-supply is good and sufficient to allow of trees being planted in the streets. The rainfall averages about 16 in. but droughts are sometimes severe.

De Aar junction, 338¾ m. from Port Elizabeth, for Cape Town and Kimberley see Route IV.

The main line traverses a flat table land which affords pasturage for sheep but is subject to severe droughts.

Colesberg, 307½ m., 4400 ft. (pop. 1830), is situated on a branch line about 3 miles long.

(Hotels.—Masonic; Phœnix; Free State) is distant 12 miles from the nearest point on the Orange River and was for some years the terminus of the Midland Railway.

The climate is very dry, the average number of days on which rain falls being twenty in the year. The town water supply is collected in four reservoirs which contain sufficient for six months, but when, as occasionally happens, no rain falls for nearly double that period the reservoirs entirely dry up. The heat is sometimes great and rendered more oppressive by the scorching westerly winds which prevail during a great part of the year.

The old waggon route to the Free State passes through the town and crosses the river by a fine bridge, 1340 ft. long, the second in size in the Colony, erected at a cost of over £100,000.

The railway crosses the Orange River by a bridge at Norvals Pont, 328 miles, where it connects with the Orange Free State Trunk Line, constructed under special agreement at the expense of the Colonial Government, and opened, as far as Bloemfontein, as far back as 1890.

Carts leave Norvals Pont for Venterstad on Tuesday and Saturday at 10 A.M., 4½ hours.

At **Springfontein Junction,** 361 m., a branch line connects through **Bethulie** with the East London system at **Albert Junction,** see page 195.

Carts run from here to **Philipolis,** Tuesday, Thursday and Saturday, 10 A.M., fare 20s.

Jagersfontein Road, 379 m. Carts leave on Tuesdays, Thursdays and Saturdays for—

Jagersfontein, pop. 3655 (whites, 1047) (4½ hrs., hotel), where the most important diamond mine outside of the Kimberly area is situated. The yield is valued at about £500,000 per annum and the stones are of the finest quality. The mine was discovered in 1878 and is worked on the open system, which is rendered more easy by the fact that the walls are of hard basalt to within a short distance from the surface. The depth reached is about 400 feet.

For Advertisement see page 8.

Fauresmith, pop. 928, the old township is some 6 miles from the new mining centre. Boomplaats near here was the scene of the last battle between the English and the Dutch.

Koffyfontein, 5 hours west of Fauresmith, on the road to Kimberley is also a diamond mine where a limited number of diggers find profitable occupation.

Edenburg, 402¼ m., pop. 519, is a small village with an hotel. The up train halts here for three-quarters of an hour.

Bloemfontein, 4518 ft., 449¾ m., pop. 5817 (whites, 3315).

Papers.—*The Daily Express; The Free State Friend; The Weekly Express.*

Hotels.—Free State, 12s. 6d.; Bloemfontein, Criterion, Phœnix, 10s. 6d. Several Boarding Houses. A Private Hotel is being built 3 miles south-west of the town.

Cabs.—For each adult per mile 1s. per hour, 3 adults, 5s. At night, 50% extra.

For Advertisements see pages 8, 11 to 13, 20.

Bloemfontein is the capital of the Orange Free State. The country north of the Orange was first visited by the Boer voortrekkers in 1835, but ten years elapsed before the patriarchal rule, exercised by the chiefs of the different treks, developed into anything resembling a constitutional Government. In 1848 Sir Harry Smith proclaimed British sovereignty over the territory north of the Orange Rivor, and in the rising which followed the Boers were defeated at Boomplaats. Six years later the country was peaceably handed back to the original settlers, and their independence as a Republic was recognised by the British Government. The Government is carried on through a State President elected every five years, assisted by the Executive Council and Volksraad, the latter consisting of fifty-six members half of whom retire every two years. Under the rule of the late Sir John Brand, who held office for twenty-four years, the State enjoyed a long period of peace and prosperity.

Although for many years Bloemfontein has been the capital of a prosperous Republic, the primitive habits of the people have always prevented it from becoming more than a quiet and pleasant village. It stands upon a plain surrounded by low hills, rising to an elevation of from two to three hundred feet, on one of which, to the south, is a small fort erected by the British Government. Another elevation to the north-east affords a fine view. Close to the fort is a small monument erected in memory of those who fell fighting the Basutos in 1865-68.

The town is regularly laid out, with a large market-square in the centre on which the principal streets abut. The houses are often surrounded by luxuriant gardens and shaded by willows and gum trees. Many of the inhabitants are English and the town is the seat of both Anglican and Roman Catholic Bishoprics as well as being a centre of Wesleyan activity.

Most of the Public Buildings are a happy combination of red brick and of a peculiarly fine grained white stone quarried in the neighbourhood.

The **New Raad Zaal,** a beautifully designed building, surrounded by doric columns with a domed tower, 90 feet high and a handsome useful interior, has cost over £40,000.

The **Old Raad Zaal,** now used for Government offices, is a substantial but plain edifice placed in a garden. The tower commands a good view.

The **Town Hall,** which contains a large hall used for

concerts, &c., as well as the Municipal offices, is less striking, but the **Post and Telegraph Office** at the lower end of Market Square is most pleasing and a credit to the town.

Adjoining the Town Hall is a small **Library.**

The **National Museum** is in Douglas Street and is partly located in one of the first buildings erected in the town, which has been a Church, a Raad Zaal and a Court House and in which the British convention was signed.

There is a well arranged collection of fossils, minerals, birds, eggs and ethnographical specimens, which have been classified and catalogued by the painstaking custodian, Mr. Rossteucher. The slabs of rock containing fossilized fish should be specially noticed. The fish are mostly well provided with fins which would allow them to travel over mud or borrow in it as rock fish do at the present day. They have been classified as Seminotus Capensis. See *Quart. Jour. Geol. Soc.*, Vol. XLIV., Plate VI., figs. 1-5.

Other fish have been found near Rouxville, classed as Cleethrolepsis Extoni. Same volume and plate figures 6 and 7.

It would be a curious addition to the data bearing upon the geological history of the Atlantic Ocean if similar deposits of fish should be discovered on any of the table mountains of Central Brazil.

The **Residence** of the President which cost £15,000 is substantially built of stone.

The principal **church** is the **Dutch Reformed** with two spires. Next in importance comes the **Anglican Cathedral** with very good interior. There are also Wesleyan, Lutheran, Roman and other churches, the last with large convent.

For educational purposes there are Grey College, presented by Sir George Grey, and St. Andrew's College for boys, with the Ladies' Government Institute and St. Michael's Home for girls.

About ½ mile away on the east is the **Government Hospital** and, on the opposite side of the town, the old **College Hospital.** On the same side but further out is the **Lunatic Asylum.**

For recreation there is a good cricket ground with pavilion close to the town, and below the station a race course and grand stand. There is also a swimming bath (6d.)

Water is brought by means of pipes from the spring known as the Fountain, a supply being also held in reserve by means of a

large dam. Drinking water is carried from the fountain itself or taken from wells. A new source of supply is however in course of consideration and cannot long be delayed.

The CLIMATE of Bloemfontein has long been known for its salubrious properties and, in spite of the fatiguing coach journey formerly necessary, it has for many years been visited by invalids in search of health. The railway has already worked great changes and, in facilitating the access, has increased its popularity as a resort for visitors and as a place of residence. For further particulars see Met. Tables and "Notes on Climate, etc".

Carts run to—

DEWETSDORP,	Tuesdays and Fridays,	3 P.M.	7 hours,	fare	£1	10	0
WEPENER,	,,	,,	12	,,	2	10	0
BUSHMAN'S KOP,	,,	,,	15½	,,	3	0	0
ROUXVILLE,	,,	,,	22	,,	4	0	0
ALIWAL N.,	,,	,,	25	,,	5	0	0
BOSHOF,	Wednesdays,	5 A.M.,	12	,,	2	0	0

change for Kimberley into other carts for Hebron Road on the Railway, 4½ hours, fare £1. Return from Boshof on Saturday at 4 A.M.

LADYBRAND,	Wed., 8 A.M.,	Sat., 4 P.M.,	12 hours,	fare	£3	0	0
FICKSBURG,	,,	,,	20	,,	4	10	0

returning from Ficksburg, Fridays, 10 A.M., Sundays, 8 P.M.

Boshof (pop. 332), has been strongly recommended as one of the best health resorts in South Africa. It is dry and healthy and to a certain extent a centre for business but visitors should write or wire for accommodation (Commercial Hotel).

Ladybrand (pop. 868). Hotels: Free State; Commercial; is most highly spoken of by the medical faculty. Visitors are conveyed in waggonettes over a road which needs some attention. It is small and quiet, but prettily situated in the midst of well cultivated land and close to the mountains. The Plaat Berg, which overlooks the town, allows of many excursions. A carriage can reach the summit in a few minutes and can then drive about for some miles. The hole known as the Ladybrand Gorge is a geological curiosity worthy of a visit. A descent can be made, but lights should be taken. Very good water is brought from the mountain and there is good fishing in the Caledon River about ½ hour from the town. The cool breezes from the Maluti Mountains which are visible from the top of the Plaat Berg render the climate particularly bracing during the summer months.

Ficksburg (pop. 1019; hotel) contains little of note, but, though small, drives an extensive trade. The drive from Ladybrand is a pleasant one and along a level road, with good views which extend as far as the Maluti range of mountains in the heart of Basuto Land, the scene of many a sanguinary fight in days gone by, and on which snow sometimes lies for a day or two in the summer. On the Wonderkop,

a table mountain of the Wittebergen Range (500 ft. high), the fossilised ooze, belonging to the early Mezozoic deposit, contains a quantity of petrified fish, which apparently took refuge in the mud when the sea was drained away from its ancient bed. Specimens may be seen at the museum at Bloemfontein.

Leaving Bloemfontein the line passes through wide grassy plains, where horses, cattle, and goats may be seen grazing in great numbers.

Brandfort, 484 m., pop. about 370 (Brandford Hotel), is a pretty little village with a good climate, whence carts run to Bultfontein and Bloemhof.

Winburg Road, 513 m., is the station for carts to Winburg daily, fare 12s. 6d; and on Tuesdays, Thursdays and Saturdays for Senekal, £2; Bethlehem, £3 10; and Harrismith, £5. See also under Harrismith. For Winburg, see page 213.

Kroonstad, 577 m., 4650 ft., pop. about 846 (Hotels: Free State, Kroonstad, Mrs. Loxton's), is a busy little town and railway station in the midst of a community of wealthy farmers. The climate leaves little to be desired, and there is some good fishing in the Valsch River, which runs round the town, and offers some pretty reaches of water for boating when it is full.

The principal church is the Dutch Reformed standing in the centre of the Market Square, but there are Anglican, Wesleyan and others. Carts leave here for Klerksdorp on Wednesdays and Saturdays, returning on Mondays and Thursdays, 8 hours; fare £2. Private carts may be hired to Kimberley, a journey of about 3 days.

Heilbron Road, 626 m., is the station for the coaches to Harrismith. See page 212. For Heilbron, see page 213.

Passing Viljoen's Drift and over a substantial iron bridge a stoppage is made at—

Vereeniging, 662 m., and the South African Republic is entered. The town has so far little to recommend it; coal, however, of good quality is being mined close by, and the district seems likely to grow in importance.

The line gradually ascends to **Germiston,** 703 m. (Elandsfontein Junction), where a branch railway runs along the main Witwatersrand reef past Johannesburg,

713 m., to Krugersdorp, 735 m., on the west, and Boksburg on the east. For particulars, see pages 221, 225.

Passing Irene, which is said to be the model farm of the Transvaal, the scenery becomes more interesting, and at 741 m. the train runs into Pretoria. See page 217.

ROUTE XII.

CAPE TOWN TO EAST LONDON, OR *VICE VERSA*, WITH THE CONNECTIONS BETWEEN BOTH AND PORT ELIZABETH, &c.

For the lines of railway between the above or any other towns, such as Kimberley, Vryburg, Bloemfontein, Aliwal North, &c., for which no route is headed, refer in the Index to any station passed and the proper pages can easily be found.

Cape Town to De Aar, 500 m., Routes II. and IV.

De Aar to Naauwpoort, 69 m., Route XI.

Naauwpoort to Port Elizabeth, 269 m., Routes X. and XI.

Middelburg Road to Stormberg Junction, 83 m., Routes XI. and XIV.

Stormberg Junction to East London, 221 m., Route XIV.

ROUTE XIII.

FROM GRAHAMSTOWN TO KING WILLIAM'S TOWN.

80 miles by post cart, leaving Grahamstown every Monday and Thursday at 6·30 A.M.; fare £2; 30 lbs. luggage allowed free; 6d. charged for every lb. in excess.

The road crosses the railway and passes through grass country to Bothas Hill, 2300 ft., and, with rocky scenery, to Morris' Sanatorium, 8s. 6d.—(see Advertisement, page 44)—(eight miles). Horses are changed one mile further on, and the road, passing through beautiful scenery, descends into Pluto's Vale, and so on to Committee's Drift and the Fish River Hotel (24 miles), where horses are again changed. The Fish River is crossed by a bridge and the road ascends the hills on the opposite side of the valley to Breakfast Vlei

Hotel (36 miles), where a halt is made for breakfast. From this point another descent leads to the Keiskamma River which is crossed at a drift, except when the river is high, passengers then being ferried across in a boat.

Iquibeka, 52 m., hotel, is situated in an extensive stretch of country forming some of the best pasturage in the Colony and belonging to the chief Khama, to whose father it was granted in return for his fidelity during the Kaffir Wars. The last station Debe Nek (hotel) 64 miles, is near the base of the Amatola Mountains, whose wooded kloofs afford fine scenery and sport, and 16 miles farther on a most beautiful drive ends at—

King William's Town, 1400 ft., pop. 7193.

Hotels.—Commercial and Central, 8s. 6d.; Royal, 7s. 6d.; Fountain, 5s. 6d.

Papers.—*Kaffrarian Watchman; Cape Mercury.*

For Advertisements, see pages 6, 8, 58.

Public Buildings.—The TOWN HALL on the Market Square, a plain stone building with a public hall used for concerts, &c., behind which is the produce market.

The PUBLIC OFFICES and POST OFFICE, forming one building, are situated near the railway station; the clock tower and the brass tablet above the door are erected to the memory of the Rev. John Brownlee, who founded the first mission station in Kaffraria on the site of the town. Adjoining this building is the PUBLIC LIBRARY containing about 12,000 volumes, with a small MUSEUM on the second floor, the key of which may be obtained from the librarian.

CHURCHES.—Leaving the railway station, ALL SAINTS (Anglican) is on the left. Turning towards the town, first the WESLEYAN SCHOOL CHAPEL is passed, and then the PRESBYTERIAN CHURCH, a fine stone building in the early Gothic style but with a somewhat undersized steeple. Further on to the right is the ROMAN CATHOLIC CHURCH, by far the finest in the town and the only Church in the Colony of which all the windows are filled with stained glass. The floor is of marble and the three altars are of the same material. The ENGLISH CHURCH is at the end of the road. There are also Lutheran and Baptist Churches.

Other public buildings are the GREY HOSPITAL near the station, prettily situated in shady grounds. This building was erected by Sir George Grey, with the object of weakening the power of the witch doctors by providing the natives with proper medical attendance. The DALE COLLEGE is a large building near the Public Offices for the education of boys, above which are the Roman Catholic CONVENT and SCHOOLS. There is also an Anglican Grammar School. The BOTANIC GARDENS and SWIMMING BATHS are close to the Buffalo River, in the neighbourhood of the bridge. The Gardens with an area of about 15 acres are well stocked. The WATER SUPPLY estimated at about 420,000 gallons per diem, is obtained from the Buffalo River at a point about nine miles above the town, the cost of the works having been £35,000.

King William's Town, or as it is more frequently termed, "King," is situated on the left bank of the Buffalo River, at the foot of the Amatola Mountains. The surrounding country is diversified by pasture-land and forest, the latter, extending as far as the Chumie River, being mostly confined to patches on the sides and in the hollows of the mountains. The principal trees are the sneezewood and yellow-wood, the latter forming about 50 per cent. of the forests. Sneezewood is not found in the Knysna forests. In point of durability it is almost without equal, and is neither attacked by white ants nor by *teredo navalis*; piles employed in the Port Elizabeth Breakwater have remained untouched for over 20 years.

Prior to 1864 Kaffraria was a separate colony of which King William's Town was the capital. The town is still an important commercial centre with a large native trade, largely derived from the territories beyond the Transkei. The Kaffir population of the neighbouring districts amounts to 120,000 persons. Many of the merchants here have houses in East London, and wool, skins and other colonial produce are sent down by rail to the port 42 miles distant. There are manufactories of waggons, carts, soap, candles. leather and matches.

The town is well laid out and covers a large area of ground; the stores and houses are solidly built, for the most part of stone, many of the shops having good frontages. Large numbers of German settlers, located in the neighbourhood, are employed in market gardening so that the town is well supplied with vegetables. The large native population of the district is mainly engaged in cultivating cereals. Cattle and sheep farming are extensively carried on. King is the head quarters of the well known Cape Mounted Rifles (C. M. R.) and Cape Police.

Carts leave here for—

GRAHAMST'N, Wednedays and Saturdays,	6·0	A.M.	12	h.,	fare	£2	0	0
ALICE,.....Mondays and Wednesdays,	6·0	,,	7	,,	,,	1	0	0
FORT BEAUFORT, ,,	,,	,,	8	,,	,,	1	10	0
KOMGHA, Mondays, Wedn's and Fridays,	45	m.	9	,,	,,	1	0	0
TOLENI, ,, ,,	59	,,	14½	,,	,,	1	10	0
BUTTERWORTH, ,, ,,	71	,,	16½	,,	,,	1	17	6
IDUTYWA, ,, ,,	90	,,	23½	,,	,,	2	0	0
UMTATA,* ,, ,,	127	,,	35	,,	,,	3	0	0
KOKSTAD, Mondays and Fridays only,	233	,,	66	,,	,,	6	0	0

PIETERMARITZBURG (*via* Umzimkulu and Richmond Road) Mondays and Fridays, 398 m., 90 hrs. (exclusive of 14 hours' stoppage). See page 205.

Carts run between Umzimkulu and Richmond Road daily, except Sunday, 8 hours.

King William's Town is connected by rail with the main line of the Eastern system at Blaney Junction, 10 miles distant. This station is 31 miles from East London, 248 from Aliwal North, the present terminus, and 868 by rail from Cape Town.

ROUTE XIV.

EAST LONDON TO STUTTERHEIM, QUEENSTOWN AND ALIWAL NORTH, OR *vid* BETHULIE TO BLOEMFONTEIN, THE TRANSVAAL, &c.

East London, 150 ft., pop. 8858, 543 m. from Cape Town by sea.

Papers.—*Despatch ; Standard.*

Hotels.—Boorman's ; Buffalo Grand, 9s. ; Royal, 8s. 6d. ; Phœnix, 8s. 6d. ; Railway, 7s. 6d. ; (building Beach Hotel).

For Advertisements, see pages 6, 8, 20, 36 to 38.

Public Buildings.—Mutual Hall, a plain two-storied building on Market Square containing a concert room, a Public Library and Municipal Offices. The public offices are in a large embattled building near the Railway Station.

* Umtata to St. John's River mouth. A branch cart meets the Monday mail from King William's Town at Umtata.

King William's Town to St. John's, 192 m., 45 hrs., about £5.

The carts for the Transkei may, if preferred, be taken from the Kei Road Railway Station, which they pass three hours after leaving King.

Churches.—Episcopalian, Presbyterian, Lutheran, Wesleyan, Roman Catholic, &c.

The HOSPITAL, PUBLIC SCHOOLS, CONVENT, and MASONIC LODGE are grouped together in a high and healthy situation. There are also two Clubs.

East London is situated at the mouth of the Buffalo River at the terminus of the Eastern Railway system, and is a harbour of considerable importance, ranking third among the ports of the Colony. The works, which have cost over half a million, consist of training-walls constructed to narrow the bed of the river and thus augment the scour. These measures, in conjunction with dredging, have met with considerable success; boats of 4000 tons can enter, and it is hoped that the port will soon be available for the mail steamers. The wharves are situated below the town, about one mile from the mouth of the river, which is here 250 yards wide. An extension of the railway runs down a steep incline to the river side.

The town was originally founded on the west bank and was named Port Rex, but the construction of the railway terminus on the eastern shore speedily transferred the majority of the population to that side of the river, and the original site of the town is now nearly deserted, save for the convict station and harbour works establishment.

The eastern portion of the town, once known as Panmure, is situated on high ground rising abruptly from the river, and straggles over a large area. The appearance of the streets, which are too largely composed of galvanised iron, will be much improved when more trees have been planted and other municipal improvements have been carried out. The neighbourhood of the railway station is mainly occupied by the warehouses of the large wholesale merchants, and space is provided for the storage of great quantities of goods. There is a race-course outside the town.

The CLIMATE is very healthy and the water supply good. The inside harbour is absolutely protected from all winds.

The river scenery is very beautiful and has been compared to that of the Dart at Dartmouth. There are athletic and boating clubs and regattas are regularly held on the river. Small steamers ascend for about four miles to Green Point on holidays and special occasions. The public park near the centre of the town covers nearly 80 acres and is well laid out. Many people from the towns connected by railway visit this popular sea-side resort on account of the excellent bathing and beautiful scenery in the neighbourhood, which make up for any deficiencies in the town itself. Favourite excursions are Nahoon River, Orange Grove, Bats' Cave, Cove Rock and the Horse Shoe.

Rail to Aliwal North, &c.

Cambridge (pop. 993), 4 m., (hotel), a favourite pleasure resort and suburb with large nursery gardens.

The line traverses picturesque country overlooking many extensive valleys to **Blaney Junction,** 31¾ miles (for King William's Town, see p. 188).

Many German settlers are located in this part of the colony and the unusual sight in South Africa of white women labouring in the fields may frequently be observed.

Peelton, 37½ m., is a small mission village on the left of the line.

Kei Road, 46 m., (hotel), is the coaching station for the Transkei and Pietermaritzburg, (see p. 190).

Kabusie, 59½ m., is the nearest station to the village of Stutterheim which is three miles away. Carts daily, fare 2s. 6d.

Stutterheim, 2700 ft., pop. 444 (Hotels:—Union; Red Prince; Kelly's), is situated at the eastern base of the Amatola Mountains in the midst of a fine sheep country. In addition to good pasturage the district possesses large tracts of land which have been laid out by the Government as forests. The village is small and has no public buildings beyond small English, Roman Catholic and Dutch Churches. It is frequently visited by invalids from East London as a health resort, the surrounding scenery being picturesque, particularly to the north-west where the mountain sides are alternately covered with forest and pasture.

Dohne (hotel), 66 m., the next station, where large stock fairs are held, is also three miles by road from Stutterheim.

Toise River, 78 m. (hotel), is picturesquely situated on the slopes of a valley; a halt of 25 min. is made here and passengers by the mid-day train can obtain dinner by wiring on in advance (no charge for wire).

Twenty miles further the line crosses the Thomas River beyond which the Gaika rebels, under Sandilli, were removed after the war of 1850-53.

Cathcart (pop. 600) 109 m., 3900ft. (hotels), was founded in 1876 in the neighbourhood of the Windvogel Mountains, which rise to a height of 5000 ft.

Tylden, 128 m., is situated on the Kei River which is crossed by an iron bridge. (Refreshment bar and hotel.)

On approaching Queenstown the country in the neighbourhood of the line, hitherto of an undulating character with patches of forest, becomes more mountainous.

Queenstown, 154 m., 3500 ft., 133 m. from King Williams Town, (pop. 4057).

Papers.—*Representative; Free Press.*

For Advertisements see pages 6, 8, 13, 79.

Hotels.—Masonic; Royal, 8s. 6d.; Commercial; Hexagon, 7s. 6d.; Temperance, 6s.

Public Buildings.—The TOWN HALL, a fine stone building in Cathcart Road, with open stone balcony, erected at a cost of £15,000, contains a Public Hall with Gallery, Good Library (about 6000 vols.) and Reading Room (with a gallery destined for a Museum), Chamber of Commerce, etc. Adjoining it are the COURT HOUSE and PUBLIC OFFICES, a block composed of a central tower and two wings, one of which contains the POST and TELEGRAPH Departments.

CHURCHES. St. Michael and all Angels (Anglican) adjoining the Botanic Gardens, a fine stone building with good interior and well made timber roof. The arches of the aisle are supported on black marble pillars brought from Italy. The Wesleyans have also a handsome Church with a good organ. There are Scotch and Roman Catholic Churches.

The HOSPITAL, situated in a good position a short distance from the town, is supported by Government.

The BOTANIC GARDENS, near the centre of the town, though small in size, are attractively laid out. In the centre is a monument to the men who fell in 1879-81.

SWIMMING BATH in the west end of the town.

Queenstown is the centre of a fine wheat and wool-producing district, situated on the elevated plateau between the Stormberg and the Amatola Mountains. Good building stone is quarried close to the town.

The town is laid out in the unusual form of a hexagon, the market square in the centre being six sided with a main thoroughfare radiating from each of the angles. This formation was adopted by the early settlers as a precaution against attack from hostile natives, the central hexagon forming a convenient rallying point from whence their fire could rake every one of the main streets. The troublous days which necessitated such precautions are however now over. Cathcart Road the main street of the town contains many handsome offices and stores.

The CLIMATE (Met. Table) is undoubtedly one of the most healthy

in the Colony. The summer heat is tempered by sudden and furious thunderstorms; the winter months from May to September are dry with a rainfall of under five inches and are considered "admirable for consumptive cases" by Dr. Symes Thompson.

The WATER SUPPLY is accumulated in a reservoir capable of containing 10,000,000 gallons, constructed at a cost of £10,000.

One of the finest mountain passes in the Colony is that known as the KATBERG, which crosses the Great Winterberg between Queenstown and Fort Beaufort. Since the construction of the railway it has not been used for the conveyance of mails but carts may be hired for the journey at either town.

Mail carts leave Queenstown for—

TARKASTAD,	....Tues., Thurs. and Sat.,	9 A.M.,	6 hrs.,	fare	20s.
LADY FRERE,	...Tues., Thurs. and Sun.,	8 ,,	6 ,,	,,	15s.
CALA,	..... ,, ,,	8 ,,	13 ,,	,,	30s.
WHITTLESEA,	... Tuesdays and Fridays,	1 P.M.	4 ,,	,,	20s.

The Cala carts run to Maclear on Thursdays and Kokstad on Sundays. See pages .

For further details of the mail service *vid* Maclear to KOKSTAD see page 199.

Cala is a township in Tembuland, 63 m. from Queenstown (hotel).

Lady Frere (pop. 260) is the seat of magistracy for the division of Glen Grey. The township was laid out ten years ago and is fairly well supplied with water (hotel).

Dordrecht, 5500 ft., 46 m. from Queenstown (pop. 989).

Hotels.—Central; Masonic; Woodhouse, 10s.

English and Dutch Churches. One of the most elevated towns in the Colony on the north slope of the Stormberg, with a healthy climate and cold dry winters. It is frequently visited by those in search of health. The Indwe Coal Mines are about twenty miles from the town. It is proposed to connect these mines by a branch leaving the Eastern Railway system at a point undecided.

Leaving Queenstown the line passes **Sterkstroom**—(hotel; churches; whence carts for Dordrecht on Tuesdays, Thursdays and Saturdays, 7 hours, fare 30s.)—and ascends the precipitous Stormbergen, with splendid views of Bushman's Hoek and the spreading plains below.

Coal which seems to have been washed away lower down is now constantly met with, and pit mouths are being opened in all directions.

Cyphergat, 5300 ft., 204 m., and **Molteno,** 5130 ft., 210 m. (refreshment room; pop. 596; hotels: Joplin's, Central), are coaling centres.

For Advertisement, see page 8.

At 221 m. Stormberg Junction, where the line branches off to Middelburg Road for Cape Town and Port Elizabeth, &c. See page 180.

Burghersdorp, 4650 ft., 243½ m., pop. 1279.

Hotels.—Harman's; Royal, 10s.

The town is built in a sheltered valley near the banks of the Stormberg Spruit, and has been recommended for invalids on the ground that it is within easy access of higher and lower plateaus, thus allowing of a ready change of climate when desirable. The summer months are hot and relaxing, but the rest of the year is delightful. There are Dutch, English, Roman Catholic and Wesleyan Churches, and a small Library. Water is obtained from wells.

Three miles farther on is Albert Junction, where the line for Bloemfontein, &c., branches off *viâ*

Bethulie, 289 m.; pop. 564 (whites 260).

Hotel; Dutch and English Churches; Library.

A small town and a business centre in the O. F. S. and 3 m. from the Orange River, which is here crossed by two substantial bridges. Coal is found in the neighbourhood.

Carts leave for—

SMITHFIELD, Tuesdays and Saturdays at 9 A.M.

and go on to

ROUXVILLE, Thursdays and Sundays at 6 A.M.

Smithfield is the chief town of the Caledon division in the Free States (hotel; library; pop. 558 (whites 231)). The O. F. State Trunk Line is joined at Springfontein, 313 m. See Route XI.

Aliwal North, 4350 ft., 280 m., pop. 2056. Small well laid out park; race course.

Papers.—*Northern Post; Border News.*

Hotels.—Criterion, 10s.; Victoria, 7s. 6d.

For Advertisements, see pages 6, 8, 10, 13, 20.

The town (Dutch, English and Roman Churches, and a good Library) is situated on the Orange River which here forms the boundary between the Orange Free State and the Colony; the river is spanned by the Frere Bridge, 860 feet in length, erected at a cost of £59,900, which forms an important means of communication between the two countries and British Basutoland.

One and a half miles from the town are the celebrated

Aliwal **Sulphur Springs** with a temperature of 95°, which, added to the salubrious and bracing climate, attract invalids from all parts of the country. These mineral springs have been found most efficacious in rheumatic and cutaneous complaints. There are swimming baths for both sexes, and it is intended shortly to establish a sanatorium under municipal control.

Dr. Hahn, Government Analyst, states that a gallon of water contains—

7·41	grains	Carb. Lime.
1·95	„	Sulph. Magnesia.
3·24	„	Ammonia.
0·95	„	Potash.
8·10	„	Chloride Calcium.
61·35	„	Common Salt.
1·04	„	Silica.
5·22	„	Carbonic Acid Gas.

The locality is considered highly favourable for the relief of consumption, and Dr. Symes Thompson calls attention to it as one of the most valuable resorts for phthisical patients. The winter climate is dry, bright and crisp and occasionally severe frosts are experienced. The summer temperature is below that of other towns in the same neighbourhood. The town is well laid out and the waste-water from the springs flows through the streets in paved furrows, the plentiful supply obtainable being at once patent to the eye in the trees along the side walks. (A meteorological table is given.) There is good fishing and shooting to be had (birds).

Carts leave for—

Lady Grey,	Thurs. 6 A.M.,	Sun. 7 A.M.,	6 hrs.	£1	0	0
Barkly East,	„	„	14 „	2	10	0
Herschel,	„	„	7 „	1	15	0
Mafeteng (Basutoland),	Sunday 7 A.M.,		15 „	2	10	0
Morija	Do.	„ „	19 „	4	0	0
Maseru	Do.	„ „	23 „	5	0	0
Rouxville,	Thurs. 8 A.M.,	Sun. 8 AM.,	3½ „	0	15	0
Bushman's Kop,	„	„	10 „	2	0	0
Wepener,	„	„	13½ „	2	10	0
De Wetsdorp,	„	„	18 „	3	10	0
Bloemfontein,	„	„	25 „	5	0	0
Jamestown, . .	Sunday 7 A.M.,	. .	7 „	1	0	0

Lady Grey (pop. 766) is a pretty little village, nearly 5000 feet above the sea, situated in a horse-shoe valley among the mountains of the Wittebergen, which only allow of the village being approached from one direction. There are three hotels, a small library and a church. The surrounding scenery is highly picturesque and the climate is bright, dry and invigorating.

Barkly East (pop. 876) 86 miles from Aliwal North, 6500 ft. in mountainous country.

Hotels.—Masonic; Victoria. Library. The climate is good, and land in the district is valuable. The wool, which is "*blue*," is chiefly sent to Antwerp.

Herschel is a small place, where the district magistrate resides.

Rouxville (pop. 505) is a thriving little village, with two hotels, &c.

For Advertisements, see page 8.

Wepener (pop. 642), laid out in 1888, is a small town close to Basutoland but in Free State Territory, picturesquely situated near the Caledon River, with hotel and churches, and three miles from an important bridge, close to which there are some large flour mills.

De Wetsdorp is a post office and business centre.

MAFETENG, MASERU and MORIJA are all mission stations in Basutoland. The last, founded in 1833, is the oldest in the country.

Basutoland has been disannexed from the Colony since 1884 and is governed directly from the Crown, the Cape Colony subscribing £20,000 per annum towards the cost. European settlement is not allowed and the State is entirely a native one, the few white residents being engaged in trade. The country is very mountainous, abounding in beautiful scenery and contains some of the finest arable and pasture land in South Africa. (Pop. in 1891, 218,903, of which 578 are whites.)

Maseru is the seat of the Resident Commissioner under whom the country is governed. (Pop. 600.)

The revenue for 1892-3 of £43,560 exceeding the expenditure by some £4000. Basutoland is a member of the Customs Union.

The area is 10,293 square miles, and forms an irregular oval between Cape Colony, the Orange Free State and Natal. A number of the natives work in the mines at Kimberley and in the Transvaal, on account of the higher wages to be obtained there.

KAFFRARIA.

Kaffraria, the stretch of country from the Kei River to the Natal borders, has an area of about 18,000 square miles, and a white population of about 10,000. The native population is far more dense, numbering over 360,000 exclusive of Pondoland.

The three territories are the TRANSKEI, TEMBULAND and GRIQUALAND EAST, divided into 15 districts, one of which is situated at the mouth of the St. John's River in Pondoland.

The whole country presents a varied aspect of mountain, forest and plain; the northern range of the Drakensberg or "Quathlamba" Mountains which, in the language of the country, means "heaped up and jagged," rises in some parts to a height of nearly 10,000 feet and forms a natural boundary between Kaffraria and Basutoland; innumerable streams run down their sides in a succession of cascades and unite on the more level ground below into rivers of considerable size, the principal of which are the Bashee, Umtata and St. John's. The soil is fertile and, water being plentiful, is capable of producing large crops of cereals, &c., and feeding quantities of stock; the forests are located principally on the coast lands.

There are no railways at present in this part of the country, but a line is to be built from the port at the mouth of the St. John's River to Maclear which will open up what is undoubtedly one of the richest portions of South Africa.

The principal town of Griqualand East is **Kokstad,** 4300 ft., with a population of 2062; the water supply is good and the climate healthy (three hotels).

There are also hotels at all the principal stations on the mail cart roads.

The port of **St. John's** (hotel) is situated amidst some of the most charming scenery in South Africa. The well-known "Gates" of the river are formed by precipitous cliffs which rise on each side to a height of 1200 feet and are clothed with forest down to the water's edge. The river is navigable for small boats for about 12 miles and excellent fishing is obtainable. The population at present does not much exceed 200, but will no doubt rapidly increase, as its situation midway between the ports of East London and Durban must eventually secure to it the greater part of the trade of Kaffraria. Steamers occasionally visit the port (fare 20s. from Natal or East London) and the sea route is preferable to the fatiguing overland journey (for which see pp. 190).

Umtata (hotels), the capital of Tembuland, is the Bishopric of Kaffraria.

Butterworth (hotel: Bungalow) is the capital of the Transkei.

Meteorological returns are at present scanty from this part of the country. The table of temperatures, &c. (see page 65), taken at Umtata (pop. 1433) although somewhat incomplete, may be considered as fairly representative, the town being situated at a middle elevation between the coast and highland districts.

The TSITZA WATERFALL, the highest in Cape Colony, is situated near the Mission Station of Shawberry, 32 miles on the main road from Umtata to Mount Frere. The river falls over an almost vertical precipice of 375 feet.

For the principal coach routes see page 190.

Another mail service from Queenstown to Kokstad—

Leaves	Queenstown,...	Tues., Thurs. and Sun.,	... 8 A.M.
Arrives	Lady Frere,...	,, ,,	... 2 P.M.
,,	Cala,.....	,, ,,	... 9 ,, halt.
Leaves	,, ...	Thursday and Monday,	... 8 A.M.
Arrives	Slang River,...	,, ,,	... NOON.
,,	Ugie,.....	,, ,,	...10 P.M. halt.
,,	Maclear,.....	Tuesday	... 8 A.M.
,,	Mount Fletcher,	,,	... 8 P.M. halt.
,,	Matatiele,.....	Wednesday	... 3 ,,
,,	Kokstad,.....	Thursday	... 2 A.M.

Tuesday cart only goes to Cala; Thursday only to Maclear; for beyond Kokstad refer under King William's Town and Richmond Road.

NATAL.

Durban (pop.: whites, 13,293; natives, 7059; Indians, 7140; total, 27,492): distance from England by sea, 6800 miles; from Cape Town, 823 miles.

Papers.—*Advertiser; Mercury.*

Hotels.—In the town: Royal, 10s. 6d.; Beach, 10s. 6d.; Alexandra, 10s. 6d.; Metropole, 9s. 6d.; Marine, 10s.; Belgrave, 8s. 6d.; Clarendon, 8s. 6d.; Prince of Wales, 6s. 6d. On Berea Ridge: The Grand, 10s. 6d.; Musgrave Road, Berea, the Fairholme, 8s.

Boarding Houses.—Saker's, Aliwal House, Victoria, Castle, Fern Villa, Oriental—about 5s. to 6s.; all in the town.

At Umgeni River (four miles), Queen's Bridge Hotel, a favourite resort.

TRAMS run from the Point and from Field Street to the Berea; charge 3d. per stage. Those taking more than one journey will find it cheaper to take a shilling ticket. CABS, one adult 1s. per mile; additional passengers 6d. each; baggage free, 28 lbs. JINRICSHAWS, 3d. to 2s. according to distance; double at night.

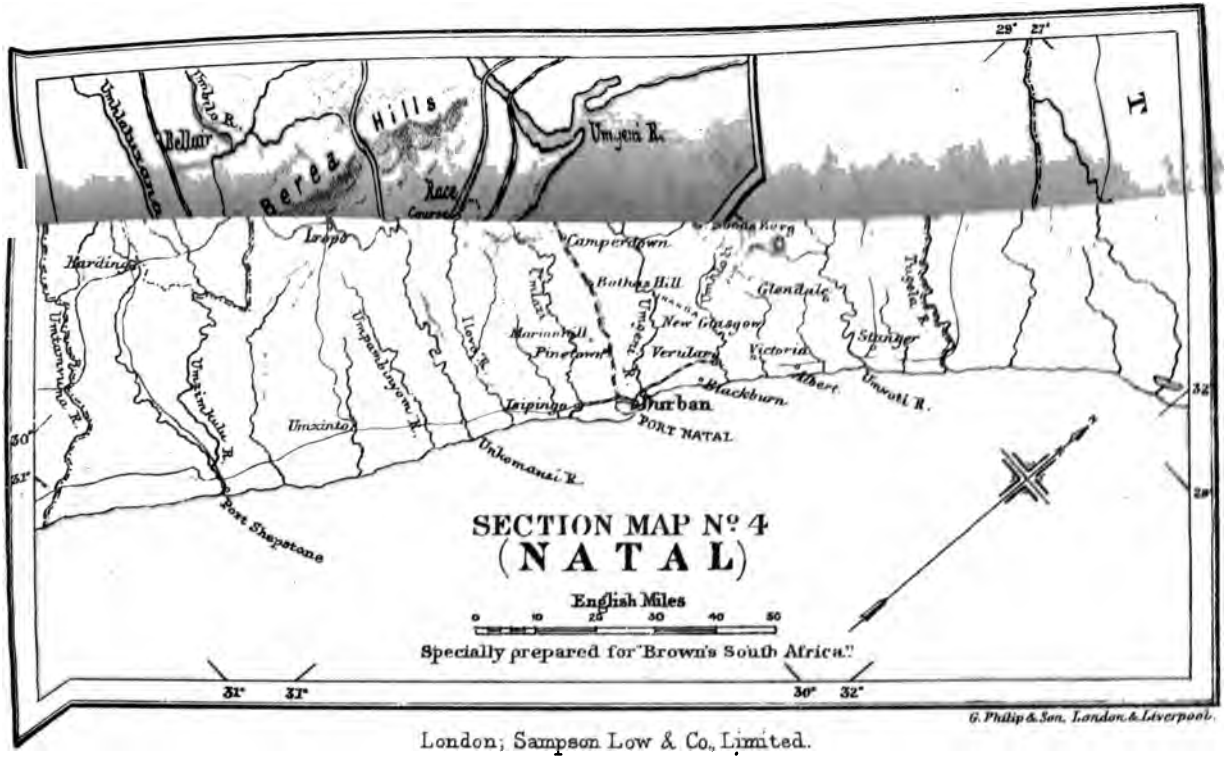
The POST and TELEGRAPH OFFICE is situated in the Town Hall.

For Advertisements, see pages D, 6, 8, 10, 28 to 36, 58, 76.

Public Buildings.—The TOWN HALL in West Street is a strikingly handsome building of the Corinthian order and covers nearly 4000 square yards. Commenced in 1881 it was finished in 1885 at a cost of £50,000. The clock tower is 164 feet high and, when viewed from a distance, is the most conspicuous object in Durban. The Town Hall contains most of the public offices, including Postal and Telegraph, a fine Concert Hall, and upstairs a MUSEUM with many objects of interest, including Cetewayo's cooking pots and pap dish and a fine collection of local butterflies and moths, lately exhibited at the London Colonial Exhibition. The Museum is assisted by a Government Grant of £300 per annum.

Opposite the Town Hall is a one-storied building containing the PUBLIC LIBRARY and READING ROOM.

Behind the Town Hall is the MARKET, built at a cost of £5,800, behind which again is the RAILWAY TERMINUS, an unsightly building which is being replaced by a more



London; Sampson Low & Co., Limited.

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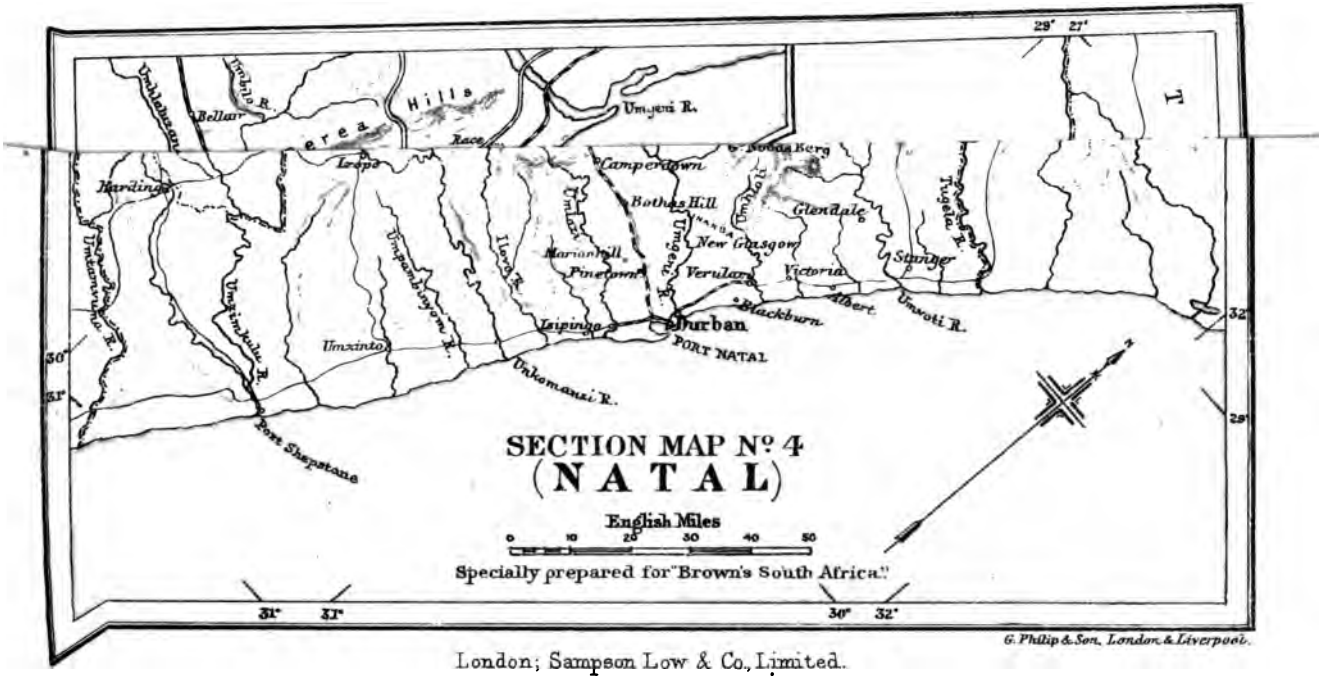
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London; Sampson Low & Co., Limited.

fitting structure. The Volunteer Drill Hall in West Street is a large iron building with a handsome red-brick façade. Close by are the Public Swimming and Turkish Baths, and a few yards off the magistrates' offices. The Royal Theatre, at the upper-end of West Street, has a neat interior and is furnished with two galleries. The HOSPITAL, near the Point, can take in some 135 patients.

PARKS and GARDENS.—Opposite the Town Hall are the PUBLIC GARDENS, an open space laid out with trees and shrubs in the centre of which is a handsome fountain.

ALBERT PARK, to the left of West Street after passing the Roman Catholic Church, is well timbered and contains a cricket ground and pavilion; a fine view over the harbour is obtainable.

The BOTANIC GARDENS are best visited by taking the tram to the end of the Botanic Garden Road (10 minutes). The Gardens contain a magnificent collection of flowering shrubs and trees, and are more tropical in character than anything to be seen in the Cape Colony.

There is a race course on the Umgeni side of the town.

CHURCHES.—There are Anglican, S. African, Presbyterian, Wesleyan, Baptist, Swedenborgian and Roman Catholic. The last is a picturesque building with a heavy tiled roof, admirably adapted to the climate, but the interior is marred by the flat ceiling.

There are also two Clubs and a Seaman's Institute.

The WATER SUPPLY is derived from the Umbilo and Umlaas Rivers at points several miles from town.

The HARBOUR WORKS were commenced in 1857, with a view to the removal of the bar which obstructs the entrance of the port, and the deepening of the water in the bay itself. The bar, caused by the ebb tide working on the sandy bottom of this part of the coast, is perpetually altering in shape and heavy seas have always a tendency to lessen the depth of water. The principal works are the Innes Breakwater and the North Pier; the former extends from the foot of the bluff to a distance of 1500 feet into the sea, exclusive of shore-works, and overlaps the end of the North Pier which starts from the extremity of the Point.

The difficulties with which the engineers have had to contend are very great, and local opinion differs as to whether the best means have been employed to obtain their object. The average depth on the bar for 1892, reduced to low water at ordinary spring tides, was

13′ 8″ against 10′ 9″ in 1891. The occasions on which the bar is impassable are now rare and never more than very temporary. The average rise of the tide is 4′ 11″ and of spring tides 5′ 9″. The greatest draught of any vessel entering during 1892 was 19′ 9″. The inner basin covers about five square miles ; much of this however is shoal water, but the five dredgers employed are steadily increasing the available area and, among other improvements, are opening a channel to the upper town for vessels of light draught. Wharf and harbour accommodation is provided and is being added to, the largest vessel berthed as yet being the Dunrobin Castle with a length of 342 feet. The total cost up to the present of all works and buildings connected with the port exceeds three-quarters of a million sterling. During 1892, 139 steamers, 126 sailing vessels and 9 men-of-war entered the harbour, and 139 more discharged their cargoes by means of tugs and lighters at the outer anchorage, making a total of 612,000 tons.

On the summit of the Bluff, which may be visited by steam launches (6d. each way), are a LIGHTHOUSE and a small battery.

The principal SUBURB is on the BEREA, a small range of hills rising behind the town, of which the slopes are covered with villas and gardens. Both tram lines run to the summit from whence fine views over the town and harbour are obtainable. There is a small public park.

The CLIMATE, although extremely healthy, is sometimes oppressively hot during the summer months, *viz.*, from October to March, when the average maximum temperature reaches 85° and the minimum 64°. From April to September the climate is pleasanter, the mean maximum for these months being 78° and the minimum 57°. The average summer humidity is 76 per cent. and that of the winter months 74°.

The Average Rainfall for the last 10 year is as follows:—

January	3·81 in.	July	0·67 in.
February	3·45 ,,	August	2·18 ,,
March	3·07 ,,	September	2·36 ,,
April	2·24 ,,	October	3·60 ,,
May	1·52 ,,	November	3·61 ,,
June	0·48 ,,	December	2.95 ,,

or a total average for the year of 29·94 inches.

The town and suburbs rank among the most beautiful, pleasantest, best-regulated and most enterprising of any in South Africa.

Fruit is very plentiful during the summer months and advantage is taken of the moist heat of the climate to produce many varieties almost unknown in Europe. Among these are the mango, rose-apple, pine-apple, banana, custard-apple, papau, guava, grenadilla, amatungulu, loquat, shaddock and naartje.

Durban is the terminus of the Natal Railway system and the junction from whence the two short coast lines run to Verulam, 19 miles to the north-east, and Isipingo, 11 miles to the south-west.

ROUTE XV.

FROM DURBAN TO VERULAM AND STANGER.

The line to Verulam, crossing the Umgeni River, traverses the semi-tropical coast lands, where tea, coffee, sugar, cayenne pepper and tobacco are more or less successfully cultivated.

Verulam, 19 m. (pop. 547), the present terminus of the line, is situated in hilly country on the Umhloti River, seven miles from the coast; two hotels.

The main road to Zululand leaves the town to the east and passes through **Stanger** (two hotels) near which most of the large tea estates are situated. Chaka, whose memory is still venerated among the Zulus as "The Old Lion," lies buried here.

Fifteen miles farther on, the road crosses the Tugela into Zululand at the Lower Drift, a well-known locality during the Zulu War. Carts run from Verulam to the Drift and back daily, except Sundays, $6\frac{1}{2}$ hours.

ROUTE XVI.

DURBAN TO ISIPINGO AND THE CAPE COLONY.

The South Eastern coast line to Isipingo skirts the shores of the bay and branches from the main line at a point seven miles distant from Durban.

Isipingo, a small village, 11 m., is in the neighbourhood of large sugar plantations (hotel).

The coast road continues from here through the districts of Alexandra and Alfred into Pondoland.

Umzinto, the principal town on this route, is 40 miles from the railway terminus and is the seat of magistracy for Alexandra county. Auriferous quartz is found in the neighbourhood.

Port Shepstone, the next village, is the centre of a large sugar district. A short distance up the river is a

marble quarry where good marble, varying in colour from white to black, can be obtained and floated down to the port. Good lime is also made, and a little Portland cement has been produced. Post carts run daily from Isipingo to both Umzinto and Port Shepstone.

Kokstad and the main road to the Cape Colony may be reached either *viâ* Ixopo and Umzimkulu or *viâ* Port Shepstone and Harding.

ROUTE XVII.

DURBAN TO PIETERMARITZBURG, HOWICK, LADISMITH, CHARLESTOWN, TRANSVAAL, &c.

The main line from Durban to Pietermaritzburg skirts the low swampy ground on the shores of the harbour to CONGELLA (2½ miles), where the British were repulsed by the Boers in the early days of Natal history. From this point the line rises through hilly and partially wooded country to BELLAIR (6¾ m.) where many suburban villa-residences are situated.

Pinetown, 17 m., 1125 ft., is a small village situated on a sandy plain just beyond the limits of the coast belt. The climate is drier than that of Durban (two hotels).

At MARIANHILL, 4 m., is a Trappist Monastery and Kaffir Mission with Convent and Schools attached. The property is 12,000 acres in extent, eleven other dependent missions with 72,616 acres of land have been established in different parts of the country.

The line ascends through mountainous country affording many fine views to BOTHAS HILL (31 m.) where refreshments are obtainable.

CAMPERDOWN, 47 m., is a small village with about 200 inhabitants, the centre of a farming district.

RICHMOND ROAD, 59 m., 3006 ft., is an important posting station whence the overland mails run through the Transkei to the Cape Colony.

Carts leave daily, except Sundays, for Umzimkulu *viâ* Richmond, 15 miles, and Ixopo, see page 190.

RICHMOND (hotel), although a very small village with only about 100 inhabitants is an important farming centre and is renowned for its excellent dairy produce.

Pietermaritzburg, the seat of Government, 70 m., 2225 ft. (pop.: whites, 9986; natives, 4969; Indians, 2545, total 17,500).

Papers.—*Times; Witness.*

Hotels.—Imperial, Camden, 9s.; Horse Shoe, 10s.; Plough, 8s. 6d.; Windsor Castle (Temperance), 6s.; Langham, 7s. 6d.; Beaconsfield, 7s.; Grosvenor (Temperance), 5s.

For Advertisements see pages 6, 8, 10, 28, 35, 36, 70-72, 76.

CABS.—Fare by time, one adult 4s. per hour or fraction; two or more, 5s.; by distance, 1s. per mile or fraction and 6d. each additional passenger. Double rates from sunset to 10 P.M. and special arrangements afterwards.

OMNIBUSES.—From the Station past the Market, 1½d. per stage.

JINRICSHAWS.—From 6d. upwards, or 1s. 6d. per hour; or 9d. and 2s. 6d. after 6·30 P.M.

ENGLISH MAIL closes 7·30 P.M. Wednesdays.

The town is well paved and well managed, and the bright red bricks made in the neighbourhood, of which it is chiefly built give it a pleasant and cheerful appearance.

The PRINCIPAL BUILDINGS and CHURCHES are collected in one group between Longmarket and Church Streets. The Legislative Council Building, with a modified Corinthian façade, a handsome interior and a fine white marble statue of Queen Victoria in front, contains an extensive library, &c., for the use of members.

The Town Hall is a striking edifice of modern design, erected at a cost of £40,000, with a clock tower 116 feet high and a splendid hall for concerts, &c. Most of the Public Offices are to be found in this establishment.

The Market, which cost £8000, is well planned and stocked. The Police Office is a fair example of the Italian Renaissance. The Post and Telegraph Offices are close by as well as the Court House, whilst the Library (7500 vols.) and Museum are in the immediate neighbourhood.

There are also a Hospital, a College, Public Schools, and a Lunatic Asylum, the last a very fine building, all under Government auspices.

Below the Town Hall is the Market Square which was laid out by the Dutch founders of the town.

The CHURCHES are very numerous, Pietermaritzburg being the seat of the Bishoprics of the Church of England and the Church of the Province of South Africa. The Roman Catholic, Wesleyan Chapel, Congregational, Dutch, Presbyterian and Baptist denominations are also represented.

On Church Square a handsome monument has been erected to those who fell in the Zulu war and opposite the Market Building is a less pretentious memorial to commemorate the volunteers who fell in the skirmish with Langalibalele's men at Bushman's River.

The railway station is a well constructed and attractive building; opposite the entrance is the residence of the Governor, a red brick house embowered in trees and surrounded by several acres of garden.

To the south of the town are a tastefully laid out Park with cricket and athletic ground, &c., and 2 miles away are the Botanical Gardens. The vegetation differs considerably from that of the coast and tropical productions do not ripen so readily. Just above the gardens are the water works constructed at a cost of £60,000.

Fort Napier, a trifling field work containing the barracks, overlooks the town and commands a pretty view of the red and white houses beneath nestling amongst the luxuriant foliage of the gardens. The hedges are in general composed of rose bushes which blossom throughout the year.

The CLIMATE is varied during the summer months the heat being tempered by the frequent thunderstorms which sweep over the country with great violence. The locality is generally recommended as being very healthy.

A meteorological table is given.

Much of the finest scenery of Natal lies within easy reach of Pietermaritzburg. To the north-west a range of hills rises immediately behind the town to an elevation of over 3000 feet, culminating in the Zwaartkop. Two and a half hours' ride to the eastward is the Natal Table Mountain, formed by the horizontal stratification of the sandstone, at the foot of which the Umgeni River has scooped out for itself a deep gorge, down which it rushes to the sea. Strangers should endeavour to visit this spot which is of great beauty, and of special interest to the geologist and botanist. The domestic life of the natives may also be seen here in all its original simplicity.

Post carts leave Pietermaritzburg daily excepting Sundays for **Greytown** (42 miles distant, time seven hours, fare 20s.) a considerable village in a sheep-farming and wattle growing district, and on Tuesdays, Thursdays, and Saturdays at 7 A.M. to **Edendale**, 7 miles, an old established mission station. **Boston** and **Bulwer**, 6300 feet, 8¼ hours, the centre of a large farming district and seat of magistracy (2 hotels).

The railway runs north through the suburbs of the capital, many fine views of the town and neighbourhood being obtained from the line.

Howick, 88 m., 3439 ft., close to the falls.

Hotels.—Castle, 8s. 6d.; Howick, 7s. 9d.; Station, 8s. 6d.

For Advertisements, see pages 49, 50.

Court House, Public Library, English, Wesleyan, and Presbyterian Churches. Rifle Association.

Howick, 2 miles from the station, is much resorted to by health and pleasure-seekers, the great attraction being the magnificent FALLS OF THE GREAT UMGENI. The river leaps in one mass over a sheer precipice of trap rock, 364 feet high or double the height of the Niagara Falls, and, when swollen by rain, is one of the most imposing waterfalls in the world. Eight miles away are the equally splendid Kar Kloof falls, a series of cascades where the water descends some 350 feet in all. In the neighbourhood is an extensive forest and timber industry.

The scenery along the banks of this beautiful river from this point downwards is of the most varied and striking nature. Leaping over snags and rocks it hurries through the romantic gorges at the base of Table Mountain and finally emerges on the rocky wilderness of the Inanda, which has been compared to the Felsen-meer, near the Rhine Valley. Trout have been put in above the falls.

The winter CLIMATE of Howick is particularly healthy and bracing, and in summer it is resorted to by dwellers on the coast on account of its coolness. Spring is usually ushered in by westerly gales followed by rain. From the nature of the soil dust storms are seldom experienced.

Hilton Road is the station for Hilton College, a large educational establishment.

Nottingham Road, 111 miles, 4807 feet, is another summer resort. Orwin's Hotel, near the station, 8s. 6d.; Futcher's farm, 3 miles away, same charge.

MOOI RIVER STATION (hotel), 125 m. Also a summer resort.

Estcourt, 146 m., 3833 ft. Hotels: Alice Bridge; Plough; Railway.

Estcourt, the seat of magistracy for Weenen County, is a place of considerable trading importance. The town is situated near the junction of the Bushman's and the Little Bushman's River, the former of which is crossed by a railway bridge of five spans.

The CLIMATE is considered one of the finest in Natal, being wonderfully dry and invigorating and free from dust. The neighbourhood abounds in charming scenery. The district is mainly pastoral, stockbreeding being carried on on a large scale.

The little village of WEENEN, 16 miles distant, lies in a deep cup-shaped valley and derives its name, signifying "weeping," from a melancholy incident connected with one of the bloodthirsty Zulu raids which occurred during the early settlement of the Colony by the Dutch.

Another road to the north-west divides at the Tugela River, and leads into the Orange Free State by both the Oliviers Hoek and Bezuidenhout Passes.

Colenso is a small village (hotel) 173 m. from Durban where a bridge crosses the Tugela, along side of which the line runs, commanding a good view of the rapid and rock-broken stream.

Ladismith, 189 m., 3284 ft. (pop. 2069).

Hotels.—Railway, 8s. 6d.; Royal; Crown, 8s. 6d. Small Library.

For Advertisements see pages, 10, 28, 31.

Ladismith, laid out on a slope near the Klip River, at a distance of about 30 miles from the foot of the Drakensberg Range, is sheltered from severe winds and enjoys a dry and bracing winter climate, but the summer heat is frequently oppressive. It has been recommended as a place of residence for patients suffering from phthisis, bronchitis and asthma. There are the usual churches, &c.

Till recently Ladismith was the farthest point in Natal which could be reached by train and was consequently the starting point for all coach or wagon traffic with the interior. The great increase in transport created by the sudden development of the Transvaal gold fields has caused the line however to be pushed forward as far as Harrismith, in the Orange Free State, on the west,

and Charlestown on the north. The first-named branch will be connected with the Orange Free State Trunk line at a point south of Kronstad, and the second will ultimately push forward to Pretoria. Ladysmith must always remain an important railway centre.

For coaches, etc., from Harrismith and Charlestown see pp. 211, 213.

GLENCOE JUNCTION, 231 m., whence a short line, 7½ miles long, runs to the Dundee coal fields. Immense deposits undoubtedly exist in this neighbourhood which provide work for a number of men. Coal is now being raised, which not only supplies all the requirements of the railways, but is rapidly acquiring a considerable importance from a shipping point of view. The country is also rich in iron and these two minerals will probably play a large part in the future of Natal.

Dundee, 6 miles., Hotels: Victoria; Royal; Imperial; is the nearest township to RORKES DRIFT, about 20 miles distant, from whence the battlefield of Isandhlwana is easily accessible.

Carts run from Dundee to VRIJHEID, formerly the capital of the New Republic, on Tuesdays and Fridays returning Mondays and Thursdays; time 7 hrs.

Vrijheid, pop. 800, lies in the centre of a coal bearing district. Auriferous quartz has been found in several places and, if the Dundee railway is pushed forward in this direction, the township will become an important centre. The Dutch Reformed Church is a well designed building and there is a comfortable hotel.

For Advertisements see pages 7, 8, 28.

Newcastle, 268 m., 3890 ft. (pop. 1746).

Hotels.—Salisbury; Plough.

For Advertisements see pages 8, 10, 28.

English and Wesleyan Churches; Town Hall; Public Library. Rifle Club.

Newcastle is situated at the foot of the Drakensberg Mountains on the Incandu River, a small tributary of the Buffalo. The name of the town, so often associated with coal, is not here misplaced, for much of the district appears to overlie extensive beds of this mineral.

The town served as the base of the British military operations during the disastrous Boer war and the treaty of peace was signed here in 1881.

The CLIMATE is dry and healthy and the town is well protected from the westerly winds.

Ingogo, 283 m., 4064 ft., is the nearest station to the Schuins Hoogte battle field. The train crosses the Ingogo River and ascends the Ingogo heights by zig-zags, passing the Ingogo battlefield. It skirts the base of Majuba Hill and almost crosses the footpath from Neill's house, whence the British troops started for the top and where the preliminary treaty of peace was afterwards signed. Rounding Majuba Hill, General Colley's grave may be seen on the left, and shortly after Laing's Nek and Colonel Deane's grave are passed on the right, the graves of the soldiers being scattered about and surrounded by low walls. A tunnel is next passed through and Charlestown is reached.

Charlestown, 5386 ft., 304 m., in the extreme north of Natal territory, is now the terminus of the railway and a considerable forwarding centre. The coaches which lately started from Newcastle are now despatched from here. For particulars see p. 211.

For Advertisements see pages 10, 25, 28, 76.

Hotels.—Belgrave; Royal; Central, all about 10s.

Between the town and Majuba Hill, which is 4 miles distant, is the site of the Boer camp, the slopes which they ascended being in full view. The summit can be reached in 2 hours on foot.

Leaving Charlestown the coach runs across the frontier into the Transvaal at Coldstream, passes through—

Volksrust, 2 miles, a stopping place for Boer transport waggons, and, after changing horses several times, arrives at

Standerton, 5050 ft., 45 m., National Hotel. A small town with a good church which was the scene of much movement during the Boer war. The Vaal is here crossed by a fine bridge built in 1891. The night is spent here.

For Advertisement see page 76.

The next day the country gradually becomes prettier, **The Grange** and several other well arranged farms being passed.

Heidelberg, 5420 ft., 105 m. (Hotels: Royal and

Waverley), is a pretty little town with a good church and seems likely to become a centre for gold mining industry, as new claims continue to be pegged out in the vicinity.

For Advertisements see pages 10, 28, 76.

The drive between here and Johannesburg passes few places of any interest; the tall chimneys of the various mining companies become however more frequent until, at 130 m., Johannesburg is entered, see page 221.

Coaches leave Charlestown:—

For **Johannesburg** daily (in connection with the mail train) *via* **Volksrust,** 2 m.; **Standerton,** 45 m. (stop night); **The Grange,** 90 m.; and **Heidelberg,** 105 m., **Johannesburg,** 130 m.; occupying about 20 hours actual travelling.

Fare £4 10s., or rail and coach from Durban (48 hours) 1st class £7 12s. 6d., 2nd £6 11s. 8d.

To **Barberton**—

Leaving Mondays and Thursdays, arriving on Wednesdays and Saturdays *via* **Rolfontein,** 30 m.; **Ermelo,** 62 m.; **Lake Chrissie,** 84 m.; **Helvetia,** 122 m.; **Barberton,** 167 m. Return coaches on Mondays and Thursdays.

Fare £6 10s., or rail and coach from Durban, 1st class £9 12s. 6d., 2nd £8 11s. 8d.

To **Bremersdorp** (Swaziland) and **Embekelweni**—

The Barberton coach is taken as far as Lake Chrissie, whence carts leave for Darkton and Swaziland on Tuesdays returning on Mondays. Fare £7 10s.

To **Lydenburg**—

The Barberton coach is taken as far as Helvetia whence a coach runs to **Lydenburg** on Tuesdays and Fridays returning on Mondays and Fridays, time 8 hours.

Fare £6, or by rail and coach from Durban, 1st class £9 2s. 6d., 2nd £8 1s. 8d.

Ermelo is a nice little village with a fair church. It is the centre of a coal district and there are warm mineral springs in the neighbourhood (2 hotels).

For Advertisements see pages 7, 10.

Rolfontein is not much more than a wayside hotel and the residence of one or two farmers.

Lake Chrissie (hotel), is remarkable as being one of the very few lakes to be found in South Africa. The area of water is some half a square mile.

Helvetia is simply a coaching junction with a house or two.

Darkton is a spot whence carts may be taken for **Steynsdorp** by those who wish to go there.

Bremersdorp is the white township and **Embekelweni** the King's Kraal; one being the centre of Swaziland as regards trade and the other the centre as far as government is concerned.

ROUTE XVIII.

DURBAN TO LADISMITH, HARRISMITH AND JOHANNESBURG, &c., *VIÂ* HEILBRON ROAD OR TO BLOEMFONTEIN *VIÂ* WINBURG ROAD.

From Durban to Ladismith see Route XVII.

Leaving Ladysmith the line runs through wide spreading pasture land with occasional Kaffir Kraals and their attendant mealie patches. The last part of the ascent is accomplished by means of three zig-zags, and **Van Reenen,** 5500 ft., at the summit of the pass is reached, this part of the Drakensberg Range exhibiting the same formation of isolated table land and almost faultless sedimentary strata which is so particularly a feature of the uplands of South Africa. The scenery, although very fine is tamer than might be expected from the importance of a watershed which divides the Indian and the Atlantic Oceans.

A little beyond Van Reenen the frontier is passed and the Orange Free State is entered, luggage being examined at—

Harrismith, 249½ m., 5250 ft., pop. 1660 (whites, 942), 200 m. from Bloemfontein; 50 m. from Bethlehem; 160 m. from Winburg Road; 50 miles from Reitz; 125 m. from Heilbron Road, and 130 m. from Ladybrand.

Hotels.—Central; Railway; Grosvenor; Commercial; Harrismith, all 10s. per day or 2 gns. a week.

For Advertisements see pages 8, 35, 48.

Harrismith is one of the most important trading centres of the Free State, the present terminus of the railway, one of the leading health resorts of South Africa and is largely resorted to by residents in Natal. In spite of the proximity of the mountains the climate differs but little from that of the Free State generally, that is to say the air is rarefied and bracing, and the proportion of sunshine very large. The nights during the winter (May—November) are very cold, especially when the wind blows off the snow covered mountains.

The situation is decidedly good and a splendid supply of water is brought by iron pipes from the Plaatberg or Table Mountain (native Thaba Ncho) which overlooks the town from a distance of about 3 m. The summit can be reached in about an hour on horseback and commands extensive views. There are several

springs and two pans, and it is possible that in some such position as this, the comparative absence of dust would be of great advantage to those weak in the lungs. In a cave some three quarters of an hour away from the town are some well preserved Bushman paintings.

The town contains the usual public offices and Dutch, English, Wesleyan and Presbyterian Churches. Several of the streets are planted with trees; at present the town looks very new, the inhabitants are taking advantage of the excellent stone to be had from any of the table mountains in the neighbourhood, which also form points of interest for visitors to explore. Shooting can be had in the season. Harrismith is a good point from whence to visit the Basutoland Mountains (Maluti Range, Mont aux Sources, &c.).

Coaches leave Harrismith for Johannesburg on Tuesdays and Thursdays *viâ* **Reitz** (stops night) to **Heilbron** and **Heilbron Road,** where passengers take the train. Coach fare £3.

Coaches also leave for the Bloemfontein line at **Winburg Road** *viâ* **Bethlehem, Senekal** and **Winburg,** on Tuesdays and Fridays. Fare 30s. to Bethlehem whence another coach runs to Winburg Road, fare £3 10s., see also under Winburg Road.

Reitz, pop. 81 (hotel), is a pleasant and busy little place.

Heilbron, pop. 660, is the usual Free State village with a few streets, stores, &c., and an hotel.

Vrede, pop. 218, is reached by a separate conveyance. The situation is healthy (hotel).

Bethlehem, pop. 605, is a trading centre with an hotel.

For Advertisement see page 8.

Senekal, pop. 515, is the same.

Winburg, pop. 848, is the same. The village is prettily situated and there is a small stream or rather sluit which allows of bathing.

Hotels: Free State; Winburg.

THE TRANSVAAL.

Area, History, etc.

The area of the Transvaal or South African Republic is about 130,000 square miles, or one half that of the Cape Colony.

At the commencement of the century this territory was thickly inhabited by Basutos, Bechuanas and Magatees, who, later on, were massacred or driven out by the Zulu chief

Mosilikatse who had fled northward from the fury of the great Chaka. Mosilikatse in his turn came into conflict with the Trek Boers and, with the bulk of his followers, was finally driven across the Limpopo. Here he founded the Matabele nation who have preserved the old Zulu habits of bloodshed and massacre without interference until the recent advent of the Chartered Company. The large stretch of country south of the Limpopo, thus left in the undisputed possession of the Boers, fell into the three Republics of Potchefstroom, Lydenburg and Utrecht which were not finally united under one Government until 1860 (for further particulars of history, see references in the index).

It is not possible to accurately estimate the population of the country as the recent census is manifestly incorrect, but the white population probably exceeds 140,000 of whom half are estimated to be of English origin. The number of natives is still more uncertain but the mean estimate is about half a million.

The great bulk of the white population is settled on the healthy plateaus to the south of the watershed and much of the extreme north, where during the summer months fever is very prevalent, is almost uninhabited save by natives.

The scenery is as a rule uninteresting, and, although the monotony is broken by several ranges of wild and rugged mountains, the landscape is seldom relieved by lake or river, whilst large timber or forest verdure are very scarce in the better known districts of the south.

The vast mineral wealth which abounds in all directions is only now beginning to reveal itself. Scarcely a metal can be mentioned which has not been discovered within the territories of the Republic, but so far gold and coal are alone largely worked. The yearly output of the former from the Witwatersrand Reefs alone forms a very large proportion of the yield of the whole world. Silver is being worked in the neighbourhood of Pretoria and exceedingly rich silver and copper ore is produced from the Albert Mine, 40 miles to the north-east of that town. Extensive copper deposits exist in the north which have up to the present been worked only by Kaffirs.

The total production of gold in the Transvaal for 1892 was 1,292,000 ounces valued at £4,595,000.

It is difficult to give the names of places in which any special mineral is found because every day fresh discoveries are being made, and, to those who have passed over the apparently boundless veldt, it seems just as possible that untold wealth may lurk undiscovered in any one tract of pasture land as it has done for centuries in districts which are at present dotted with mining shafts and yellow with tailings.

Gold is no doubt to be found, at least chemically, all over the country, and the geological formation would indicate that coal beds underlie most of the plains above a certain altitude, though the quantity and thickness of the seams must naturally vary.

At Vereeniging, Boksburg, The Springs, &c., there are extensive mines, but there is every reason to expect that Middelburg and other places will become equally important centres. One thing is certain, that wherever coal is found it will never be at an unworkable depth.

Iron stone is also common whilst tin, asbestos and quicksilver exist. The fact having been proved that payable gold ore is to be found at a great depth has given an enormous stimulus to the mining industry. In December 1892 alone 11,000 new claims were pegged out in different parts of the country, and on all sides beacons can be seen marking off ground which has been proclaimed as auriferous.

All of these claims are not likely to turn into mines, but, when the difficulties under which miners have to labour in the Transvaal are taken into account, and the present successful state of the industry is passed in review, it is impossible to deny that a wonderful and glittering future may be reserved for this extraordinary country which, twenty years ago, was scarcely known even by name. No man should be tempted to come here for a livelihood unless he is prepared to work hard and live temperately, but steady industry, such as market gardening or dairy farming, could scarcely fail to turn out brilliantly if carefully looked after, whilst the first class mechanic or miner can always fall upon his feet.

Farms would probably have to be rented, and, if any great measure of success was looked for, irrigation works must be undertaken. The future of gold mining is now sufficiently certain to ensure a good and growing market. The land is undoubtedly fertile but the farmer must be prepared to suffer losses from hail, frost, &c.

Several industries, including the manufacture of cement, machine-made bricks, dynamite, gunpowder and spirits, are established in the neighbourhood of Pretoria, all working as monopolies under concessions from the Government.

These monopolies are of course injurious to trade generally but are not especially hurtful to the agriculturist, who is protected by heavy import duties, the policy of the Republic being, perhaps very reasonably, to make the strangers within their gates, who come to delve and dig for gold, pay a certain proportion of their gains to develop the country which offers them a temporary home.

That the Government should be reluctant to grant burghers' rights and votes to men who have no intention of staying permanently in the country is also scarcely to be wondered at. Whatever our feelings may be on the subject, the Boers have fought like men for their independence and are justified in endeavouring to keep it.

There are however certain exceptions to be taken as regards details. Firstly as regards food, the fact should be recognised that the farmers do not produce what the new cities require and the entrance duties on all such necessities as fish, fruit and corn should be lowered.

Another hardship is that miners should be compelled to use dynamite of any one make if they consider their lives in danger from it, and most certainly liberty should be granted to import or manufacture any class of explosive.

At present there is likely to be a change in this law and probably the mining industry will be greatly benefited, if a first class medium such as Roburite, which is manufactured in Cape Colony, or some other equally safe material, free from injurious gasses and permiting of uninterrupted work could be used.

It is perhaps well to conclude this article by giving a few of the import duties which more particularly affect the settler who might wish to farm.

Butter, cheese, barley, oats and forage, 5s. per 100 lb.; meal and wheat, 7s. 6d.; maize, 2s. 6d.; pork and bacon, 90s.; fresh fruit and vegetables, 25s.: and other prohibitive charges.

The Revenue for 1887 was £668,433 and for 1891,

£967,191. The Expenditure for the same dates being £621,073 and £1,350,073 respectively.

The Import duties for 1888 were £249,923 and for 1891 £316,660, the greater part of which falls upon the shoulders of the foreign or gold mining contingent.

The list of imports is very incomplete and intending settlers must be referred to the Customs Tariff if they wish to form an opinion of which industry seems the most eligible.

Land is only granted on the quitrent system and freehold is abolished. Naturalization is a burning question but, however it is settled, the new citizen will no doubt be required to abjure his former country on oath.

The measurement of mining claims are:—Alluvial, 150′ × 150′; Diamond, 30′ × 30′; Quartz Reef, 150′ long and 400′ across reef; Tailings, 400′ × 400′.

Pretoria (pop. about 12,000), elevation above sea level 4500 ft. Distant from Johannesburg, 32 miles; from Kimberley, 320 miles; from Barberton, 231 miles; from Delagoa Bay, 391 miles.

Papers.—*The Press; Transvaal Times; Advertiser.*

Hotels.—President, Transvaal, Fountain, 12s. 6d; Clarendon (Temperance), 10s.; Commercial, 8s. 6d.

Cabs.—1s. per adult within town and 5s. per hour. 50% extra at night.

Jinricshaws.—6d. per mile or 2s. per hour. 50% extra at night.

For Advertisements see pages 6, 7, 8, 9, 10, 76 to 79.

Public Buildings.—GOVERNMENT BUILDINGS, a large three-storied building facing Church Square, recently completed, one of the handsomest and probably the costliest pile in South Africa. The central tower is surmounted by a statue of Liberty which has given rise to a protest from a section of the community, who, undecided whether the objectionable figure represented her Britannic Majesty or the Virgin Mary, demanded its immediate removal in either case. The building contains a fine meeting hall for the use of the Upper Volksraad, approached through a handsome vestibule, and a smaller appartment for the use of the Second Chamber, both being provided with galleries for the use of the public. Many of the public offices are contained in the

building. Nothing could better demonstrate the sudden inrush of wealth which has taken place of late years than the comparison of this sumptuous building with the little thatched Parliament House which only four years ago stood on the same spot.

The Standard, Natal and Nederlandsche Banks have offices on or near the square and a handsome corner building is occupied by the National Bank. The POST OFFICE is on the west side and at the time of its construction was the most pretentious building in the town. The European mail closes on Sundays at 9 P.M.

The centre of the square is occupied by the DUTCH REFORMED CHURCH, the largest and most conspicuous in town. It has been proposed to convert it into a University or to remove it altogether. The latter course will probably be adopted, for, standing as it does at the intersection of the main business thoroughfares, it proves a considerable hindrance to traffic.

The ENGLISH CATHEDRAL, dedicated to St. Albans, is situated in the upper portion of the town. This building which contains a good organ is now in a state of transition. A handsome Gothic chancel has already been erected, but the want of funds has proved a hindrance to the completion of the nave. The ROMAN CATHOLIC CHURCH has extensive school and convent buildings attached, which stand in spacious grounds. Other churches are the DOPPER CHURCH where the President occasionally preaches and the WESLEYAN CHURCH in Church Street; the GERMAN, BAPTIST, KAFFIR CHURCH, &c.

A PUBLIC LIBRARY, English and Dutch, is shortly to be opened and has received liberal support from the Government. There are several public halls, in one of which, the President's Theatre, dramatic performances are held.

About a mile from the town a fine PUBLIC HOSPITAL has been erected by the Government.

Pretoria, laid out in 1855, was named after Commandant Pretorius, first president of the South African Republic, of which it has been the capital since 1863, when the seat of Government was removed from Potchefstroom. The town is laid out on the northern slope of the valley formed by the Aapies River, a small tributary of

the Crocodile rising near the town. The river is spanned by two bridges which have been several times damaged by the summer floods for which adequate provision has not been made. The town is regularly laid out in parallelograms, the streets being of equal width throughout and, in many instances, lined with magnificent willows which, planted originally as fencing poles, have thriven amazingly in the damp soil. Vegetation of all kinds is luxuriant, the moist warm summer climate being specially adapted to the cultivation of flowers and fruit.

Private enterprise has thrown open a piece of ground at the upper end of the town known as the Berea, where cricket and football matches are held and a rude swimming bath is provided.

A plot of ground, destined under British rule to form a botanical garden, has recently been laid out for the public benefit as a park and promenade.

The WATER SUPPLY has been much improved by the new water works and no doubt will tend to decrease the heavy mortality so largely brought about by the former system of paved channels.

The town is lighted throughout by electricity at least as well as any town in Europe.

The main business thoroughfare is Church Street which since the discovery of the gold fields has been almost entirely rebuilt and contains several handsome stores. The market square, on which it abuts, is provided with large market buildings with a domed roof. The president's house is situated at the western extremity of the street. A particularly well designed building is that of the Pretoria Club just below the square.

A fine view over the town and surrounding country is obtained from the summit of the Signal Hill to the south, which rises to a height of about 400 feet above the valley. The plateau at the foot of the hill was the scene of the English Laager during the war of 1881. To the left are the State Artillery barracks and stores, and in front the prison surrounded by a red brick wall with an old-fashioned circular tower at the corner. The gallows are also visible and executions are practically public.

On the summit of the hill are the remains of a time ball erected by the British Government prior to the retrocession of the country. When that event took place the wires connecting it with the telegraph office, together with most of the telegraph wires in the country, were seized by the victorious Boers for fencing purposes but the useless structure stood there for several years, "a fitting monument," as some indignant Briton inscribed upon it, "to the ineptitude of our rulers". It was finally blown down in a severe gale two years ago. Jesse's cottage, described in Rider Haggard's novel, still stands near the foot of the hill.

The country round Pretoria possesses few natural beauties with the exception of the road to "the Fountains," three miles distant, where the magnificent springs from which the water supply is drawn take their rise. The railway from Johannesburg enters the town through this valley.

To the right of the main north road, about three miles from town, is the WONDERBOOM, a shady grove apparently springing from one central stem and utterly dissimilar to any trees in the district. Its solitary and conspicuous position and its shady branches have made it one of the favourite resorts for picnics.

The CLIMATE of Pretoria has been touched on on page 52.

Coaches leave Pretoria for—

Rustenburg and **Zeerust** (Malmani Gold Fields) on Thursdays at 8 P.M. Fares £3 and £5 10s. respectively.

On Mondays and Thursdays at 5 A.M. for **Zoutpansberg, Klein Letaba, Mashonaland,** &c.

Warm Baths	11 hrs.		fare	£4 0 0	(ret. £7.)
Nylstrom	14 ,,	(halt),	,,	5 0 0	
Pietpotgietersrust	32 ,,		,,	7 10 0	
Smitsdorp	37 ,,		,,	9 0 0	
Pietersburg	40 ,,	(halt),	,,	9 10 0	
Haenertsburg	47 ,,		,,	11 10 0	
Leydsdorp (Monday only),	55 ,,		,,	15 0 0	

The same Monday coach is met by a conveyance at Pietersburg which goes to the **Klein Letaba** Gold Fields (2 days), fare £5 10s. or £15 10s. total from Pretoria.

The Thursday coach is met at Pietersburg by a conveyance which goes to **Fort Tuli,** beyond the Limpopo and into the **Chartered Company's Territory.** Fare £17 10s.; 50 lbs. of luggage free, 1s. 6d. per lb. on excess.

From Fort Tuli to **Victoria** (about 7 days), £7 10s., or total from Pretoria, £22 10s. From Victoria to **Fort Salisbury** (another 7 days), £7 10s., or £15 from Fort Tuli, or £27 10s. from Pretoria. Post carts run weekly along the Tuli, Victoria, Salisbury and Chemoyo road.

On Mondays and Thursdays at 5 A.M. for **Barberton** and **Delagoa Bay** *vid* Middelburg, 75 m., and **Helvetia,** arriving at **Barberton** on Wednesdays and Saturdays, fare £10. Return coaches on Mondays and Fridays at 4 A.M., arriving Wednesdays and Sundays.

The same coach is met at Helvetia on Tuesdays and Fridays by a branch coach for **Lydenburg,** fare £8. Returns Mondays and Fridays at 4 A.M.

The same coach is also met at Helvetia by the Charlestown and Barberton coach and a second change is made at Lake Chrissie, whence a conveyance runs to **Darkton, Bremersdorp** and **Embekelweni** (Swaziland) on Tuesdays returning on Monday. Passengers from Charlestown also change at Lake Chrissie.

Rustenburg (Masonic Hotel), between which and Pretoria the

Crocodile River is spanned by a good bridge, is situated near the lofty Magaliesburg Mountains. In the neighbourhood is Magata's Kraal, where the English troops made their camp during the war and which is well worth a visit. There are Dutch and Anglican Churches.

The climate is very hot, fruit is plentiful and large quantities of tobacco are grown. The Transvaal tobacco seems, like the South African Veldschoen, once adopted always retained, though neither are particularly attractive at first.

For Advertisement see page 74.

The coach road from Pretoria to Johannesburg (32 miles) crosses the river at SIX MILE SPRUIT (hotel) where a bridge is in course of construction but, owing to frequent "wash aways," the completion of the work has been much delayed. The HALF WAY HOUSE HOTEL is a favourite resort of pleasure seekers from the two towns, the hotel being surrounded by extensive grounds. Three miles from Johannesburg the road ascends the Witwatersrand Range and crosses the watershed between the Atlantic and Indian Ocean river systems.

Johannesburg, 5600 ft., population difficult to estimate but probably about 40,000.

Distance from Cape Town, 1013 miles; time occupied, 61 hours; fare 1st class, £11 2s. 3d.; 2nd class, £8; 3rd class, £4 8s. 9d.

Distance from Port Elizabeth, 713 miles; time 50½ hours; fares £8 4s.; £5 13s. 5d.; £3 3s. 9d.

Distance from East London, 665 miles; time 48½ hours; fares £7 13s.; £5 6s.; £2 19s. 9d.

Distance from Kimberley, 660 miles; time 46 hours; fares £6 15 10; £5 12s.; £2 19s. 2d. by train or 320 miles by road.

Distance from Durban, 304 miles by rail, time 17 hours; and 130 miles by coach, time 20 hours; total fares, 1st class, £7 12s. 6d.; 2nd, £6 11s. 8s. *viâ* Charlestown; or 337 miles by rail and 125 by coach, fares, £7 4s. 6d. and £5 18s. *via* Harrismith and Heilbron Road.

Papers.—*The Star; Diggers' News; Mining Argus.*

Hotels.—Heath's President; Gold Fields; North Western; Central; Grand National, 12s. 6d. upwards; Heights; Lee's, 10s. 6d. upwards and others.

For Advertisements see pages 7, 8, 9, 10, 13, 22, 35, 50 to 54, 71, 76, 77.

Trams run along Commissioner Street from Jeppe's Town to Fordsburg, 1s. all the way or 3d. a stage; from the Exchange to Doornfontein and from the Exchange to the Hospital, both 6d. total or 3d. per stage.

Cabs.—1s. per mile per adult inside the radius and 1s. per mile afterwards or 7s. 6d. per hour (50% extra at night).

Jinricshaws, half of the above, but by time 2s. per hour.

Omnibuses run to Booysen's, Sans Souci, Fordsburg, Orange Grove and back at more or less frequent intervals.

Johannesburg dates from September 1886 when a few straggling shanties began to rise along the line of reef now forming the Wemmer and Ferreira Companies' ground. The existence of the reef at this point was not then suspected but, when the fact became known, immediate steps were taken to secure a more suitable locality, and the nucleus of the present township was laid out in December of the same year. The site chosen was on the southern slope of the Witwatersrand Range, one of the bleakest and most elevated spots in the Transvaal where land for agricultural or pastoral purposes was of so little value that less than ten years ago farms have changed hands for the value of a team of oxen.

The reefs which have been the means of creating the largest city of South Africa on this hitherto useless tract run east and west of the town for a distance of nearly a hundred miles, and the undulating country is dotted in all directions with battery houses and other buildings connected with the working of the mines. At the end of December 1892 there were over 2000 stamps at work, most of which run day and night and are capable of crushing on an average about 3½ tons of ore per head in the 24 hours.

The figures given by the Witwatersrand Chamber of Mines for December 1892 showed that 57 were producing gold, with a total yield from mill, concentrates and tailings of 117,748 ounces for the month, with a value of £419,812 calculated at about £3 10s. to the ounce, this being at the time the largest quantity produced in any one month.

The probable future of the mines must of course be reflected by the permanent nature of the town, and the confidence felt in their continued prosperity has enabled improvements of all sorts to be adopted and working expenses to be reduced in proportion. It is impossible to visit any of the batteries, or to pass along the rooms where every method of catching the precious metal is adopted, until the tailings, after passing through the chlorination vats, are finally thrown away, and not to recognise that here is a school from which scores of trained men can be drawn, whose experience will be immediately available should the promises of payable ore in other parts of the Transvaal or in Mashonaland be fulfilled. No visitor should neglect to visit at least one of them, an order being easily procurable in the city.

The town extends over a considerable area and many outlying suburbs exist for the benefit of those wishing to live a little away from the centre of the town.

Such suburbs are Fordsburg and Bramfontein on the

west, situated between the Robinson mine and the railway sheds, and Jeppe's Town, Bertram's Town and Doornfontein on the east, the two last being, together with a part of the land near the Hospital, the most fashionable part of Johannesburg.

The most useful railway station for passengers is that known as PARK STATION, situated on the old Boksburg Tram, which has now been raised to the dignity of a railway with double lines of rails, and extends from Krugersdorp to Boksburg along the line of main reef connecting Johannesburg with the trunk line from Bloemfontein to Pretoria at Elandsfontein Junction, 11 miles away and close to Germiston.

The streets are regularly laid out and several large open squares have been provided. The MARKET SQUARE, a quarter of a mile long, is the largest in South Africa. In the centre are the new MARKET BUILDINGS and at the upper end the GOVERNMENT OFFICES with POST and TELEGRAPH Offices, open from 9 to 5.

The European mail closes Sunday at 8 P.M.

Owing to want of space for the postal work most of the Government offices are being moved into new buildings in Church Square. When it is stated that the work of the telegraph deparment in 1887 was done by two clerks and that in 1892 fifty-seven were scarcely sufficient, it is easy to understand how impossible it has been for the accommodation to keep pace with the demand.

The PUBLIC LIBRARY is in Salisbury Buildings, Government Square.

The STOCK EXCHANGE fronts on Commissioner Street and has a fairly good interior. Being the principle centre or rather the "Holy of Holies" of the town, it may be regarded also as the best starting point whence to take a tram in any direction.

The town is well provided with places of amusement, the chief resorts being the Standard, Globe and Royal Theatres and the Amphitheatre.

The WANDERERS' ATHLETIC GROUND and PAVILION are among the best in South Africa and are situated in Kruger's

Park, just beyond Park Station. There are cricket ground, bicycle track, etc., the handsome hall being used for gymnastics and for concerts, which form the great Sunday evening attraction of the town. Admission 1s. or to the grounds 2s. and 3s.

The "Rand" is the principle club.

Besides Kruger's Park, a large space of ground has recently been planted a little nearer the Hospital and enclosed spaces exist both in Doornfontein and Jeppe's Town where there are tennis courts, &c. There is also a swimming bath.

The race course is about 2 miles south of the town.

The Gas Company's works, which also supply customers with the electric light, are situated on the way to Fordsburg.

Enormous sums of money have been expended on buildings, and the many stately piles of offices and stores which adorn the town are the more remarkable when it is borne in mind that the cost of every pound weight of timber, iron and imported building materials generally has been increased by 1d. to 3d. for wagon transport from the railway terminus. The beauty of some of the shops and the size of the plate glass in some of the windows are most remarkable.

There are CHURCHES of all denominations in the town but none of much artistic merit. ST. MARY'S HALL (Anglican) is the largest and is capable of accommodating over 1000 persons. Some £20,000 however have been collected for the erection of a still larger building.

The new JEWISH SYNAGOGUE is also worthy of a visit, and provides seats for a large number of people.

The HOSPITAL is situated on the slope to the north of the town and was erected at a cost of nearly £20,000. The conspicuous building above it is a gaol.

WATER is laid on to the houses in pipes, but difficulties remain to be overcome before the supply is quite satisfactory.

Doornfontein, to the east of the town, is the principal suburb and contains many pretty villas and gardens.

Jeppe's Town, which adjoins and resembles it, is situated on rather higher ground; **Booysens's** is a suburb on the south; whilst **Fordsburg** is a rapidly extending community, which gives shelter

to those employed in the Robinson and neighbouring mines. **Bramfontein,** which abounds with brick-fields, lies between the town and goods station.

The principal drives and pleasure resorts are **Orange Grove,** 3½ m.; **Willowgrove** (adjoining Langlaagte Station), 3½ m.; **Sans Souci,** 3 m.—all of which are gardens more or less resembling Rosherville. Other good drives are to **Booysen's** and up **Bezuidenhout's Valley,** the last named being marked out as a future Hyde Park.

Although not so expensive as formerly, Johannesburg is still one of the most costly places of residence in the world. Brick lined corrugated iron cottages, containing four or five rooms, cost about £10 per month in a respectable quarter of the town, and garden ground, except on the most limited scale, is only to be had in the outskirts. Bachelor living costs from about £8 per head per month for board and lodging. The cheapest article of consumption is meat costing 6d. per lb., but vegetables and the lighter articles of diet so necessary to health in this climate are high in price and sometimes very scarce. Altogether Johannesburg cannot be regarded as an economical place of residence, but the facilities of transport secured by the advent of the railway go far to render life more enjoyable. For particulars of the climate see page 51. The dust which has been so prevalent in the neighbourhood of late years will tend to lessen now that the necessity for waggon traffic is not so great.

Coaches leave Johannesberg for

Potchefstroom,	80 m.,	fare £3	0	0
Klerksdorp,	111 m.,	,, 4	0	0

on Sundays, Tuesdays and Thursdays, at 5 A.M., returning on Mondays, Wednesdays and Fridays, at 4 A.M. (40 lbs. luggage; extra, 6d. per lb.).

From Klerksdorp a post cart runs *via* **Bloemhof,** 90 m., to **Warrenton,** 148 m., fare £4. (See page 146.)

A branch coach leaves Potchefstroom on Mondays and Fridays, at 8 A.M., for **Zeerust** (Malmani Gold Fields), arriving next day. Return on Mondays and Fridays.

Taking the Sunday afternoon train to Krugersdorp, another coach leaves Mondays, 4 A.M., *via* **Rustenburg** to **Zeerust,** arriving Tuesday afternoons and returning Friday afternoons.

Krugersdorp, 22 m., is a small town chiefly remarkable on account of a monument which has been erected to the memory of those who have died for the public good, and is the periodical rendezvous of a species of national pilgrimage.

Germiston, 11 m., and **Boksburg,** 13 m., are small towns. It is from the coal mines near the latter that a large part of the supply required by the Witwatersrand mines is derived.

Potchefstroom, 4100 ft., 85 m. from Johannesburg, 210 m. from Kimberley (pop. about 2500).

Hotels.—Queen's ; Royal ; Crown.
For Advertisements, see pages 7, 9.

Potchefstroom is the oldest town in the Republic having been founded by the Voortrekker chief Potgieter in the year 1839. Prior to 1863, when the seat of Government was removed to Pretoria, as being more central, it was the chief town and in 1862 was the scene of the civil war between the Boer factions under Snyman and Schoeman, when it underwent a harmless bombardment at the hands of Paul Kruger whose guns were mercifully placed out of range. However in the fight which took place on the following day one man was killed and Kruger entered the town in triumph. More serious fighting occurred here in 1881 when 250 British were cooped up in a fort 25 yards square. Colonel Winsloe in command, after losing more than one-third of his men killed and wounded, surrendered on 19th March, ten days after the Boer commander had learned that an armistice had been proclaimed, this being the only instance when the British laagers did not hold out to the close of the war. The remains of the earthworks and trenches are still visible.

The town stands on the Mooi River a few miles from its junction with the Vaal and is abundantly supplied with water. The fine willows and luxuriant vegetation give it a pleasant and verdant appearance. The discovery of gold reefs in the neighbourhood lent a powerful stimulus to the development of the town, but the expectations formed of the mineral wealth of the district have so far not been realised.

On the road to Johannesburg, 35 m. from Potchefstroom, are the Wonderfontein caves, a series of stalactite caverns of great beauty.
For coaches to Klerksdorp and Zeerust, see page 225.

Klerksdorp, 4600 ft. (pop. about 2000), Palace Hotel, where coaches stop. 180 m. from Kimberley, 31 from Potchefstroom.

For coach route between Johannesburg and Warrenton for Kimberley, see page 225; and for carts between here and Kroonstad, see Kroonstad.

The old village is situated on the right bank of the Schoonspruit and is connected by a bridge with the new town. The latter, dating from 1888, owes its existence entirely to the discovery of gold and has far surpassed the old village in size and importance, at one time bidding fair to rival Johannesburg. Over-speculation and mismanagement however have sadly hampered the progress of the town. The banks of the Vaal River, about 10 miles distant, afford good wild fowl shooting.

Ninety miles of monotonous level extend between here and **Bloemhof,** 4450 ft., a dismal little village on the banks of the Vaal which appears to have derived no accession of wealth from the gold discoveries.

Christiana, 35 m. distant, and 57 m. from Kimberley, is the last village in the Transvaal. It is also situated on the Vaal River and in former years was a notorious centre of the illicit diamond trade. Alluvial diamond deposits have recently been opened in the neighbourhood.

Papers.—The *Goldfield News*.

Barberton, 3000 ft. (pop. about 1000). Hotels: Royal, Phœnix, Granville, Crown—all about 12s. 6d.

For Advertisements, see pages 7, 8, 10, 76.

Is the centre of the De Kaap Gold-fields. Gold was discovered in the De Kaap Valley as early as 1875 but attracted little attention until 1882, when a small rush took place and alluvial digging commenced in earnest. In 1884 Moodie's was the principal centre and supported a population of about 1000 diggers, but the disputes which arose in connection with the cession of Moodie's block to a company resulted in many of the diggers extending their researches after the precious mineral, and two years later the reefs were discovered which led to the enormous inflation of 1886. In the rush which followed the town of Barberton sprang up as if by magic, and for a few months money and men poured into the new township until the population is computed to have reached 8000. The bubble speedily burst and by the middle of 1887 Barberton was on the downward grade; most of the companies were found to be absolutely worthless and the few which possessed good reefs could not be worked at a profit owing to the enormous cost of transport and other local difficulties. The discovery of the Rand fields about the same time drew away many whose exertions might have materially benefited the fields and it can hardly yet be said that Barberton is recovering from the depression caused by the first mad speculation.

The town is laid out on the slope of the De Kaap Valley, so called from the imposing headland or "kaap" which overlooks it and forms one of the spurs of the Drakensberg Range. Formerly the low ground in the vicinity was most unhealthy and malarial fever prevailed to such an extent as to render residence, during the summer months, almost impossible, but the advance of civilisation and consequent clearing of the soil have driven this plague from the neighbourhood of the town. It still exists however in the district and the contractors have found it a serious diffi-

culty in the construction of the railway. Another pest occasioning great loss is the tsetse fly whose bite is fatal to horses and oxen.

The means of reaching Barberton are becoming easier every day. Besides the coach routes from Pretoria and Natal (refer to Charlestown and Pretoria) there is the railway from Delagoa Bay and Komatie Poort, which is to have a branch line to Barberton from the 64 kilometres post. At present coaches run in connection with the trains to and from Poort City, kil. 92, through mountainous country, a distance of some 30 miles (time 7 hours; fare 30s.; baggage 25 lbs., and 3d. per lb. on excess).

Though the famous Sheba Reef and other mines seem for the moment under a cloud, there can be no doubt that Barberton must come to the fore again.

The want of means of transport has always crippled industry, and once that this is assured, and that it is demonstrated that the district can be reached and lived in without fear of fever, the enormous expense of obtaining the ore will disappear, and mines, which are now unremunerative, will again attract the attention of speculators.

Steynsdorp, the centre of the Komati fields, situated on the Swaziland border is 43 miles distant.

The road from Pretoria to Barberton, along which the railway will soon run, passes through **Bronkhorst Spruit,** 40 miles from the former, the scene of the opening episode of the war of 1881 when, without any declaration of hostility, the Boers, concealed behind the boulders in the neighbourhood of the road, shot down a detachment of the 97th Regiment numbering 270 persons under Colonel Anstruther. All but twenty men and one officer fell within a few minutes. The dead lie buried near the scene of action. Coal mines are being worked in the neighbourhood.

Middelburg, 75 m. from Pretoria, is prettily situated on a small tributary of the Olifants River.

Hotels.—Middelburg; President.

For Advertisements, see pages 7, 76.

It has long been a business centre, and will eventually become of considerable importance when the railway passes through it, as it is surrounded by extensive beds of very excellent coal.

The Olifants River is very beautiful, and runs in some places through wild and romantic gorges where the hills are studded with ruined native forts, souvenirs of former inter-tribal feuds. Good fishing, and some agreeable boating, are to be had. Copper and cobalt are to be obtained in the district.

Coaches run through the town on their way between Barberton and Pretoria. (See page 220.)

Helvetia 35 m. east of Middelburg is the first station for the LYDENBURG GOLD-FIELDS from which it is 50 miles distant. (For coaches see page 220).

There is evidence that these fields were worked by the Portuguese several centuries ago but it was not until 1869 that they were rediscovered by Mr. Button, who two years later, together with Mr. M'Lachlan, unsuccessfully claimed the Government reward of £500 for the discovery of the first payable gold field in the Transvaal. From that date they have proved to be the most valuable alluvial fields in South Africa and, although it is impossible to accurately estimate the yield where no official returns are enforced from the diggers, it has been placed on good authority as high as one million sterling.

The village of **Lydenburg,** established in 1847 by a party of Boers from the abandoned town of Origstad, was for 11 years the capital of an independent Republic which amalgamated with the Utrecht Republic in 1858. The village is picturesquely situated among the mountains at an elevation of nearly 5000 ft. above the sea. Delagoa Bay, the nearest seaport, is nearly 200 miles distant and when connected by railway with the high veldt will serve as an outlet for the production of a wealthy agricultural country, as well as a means of supplying the wants of a growing community who are attracted by the presence of gold. (For coaches see page 220).

For Advertisements see pages 7, 76.

The North Road.

The North Road from Pretoria to the Low Country Goldfields (for Coaches see p. 220), traverses the Springbok flats to the WARM BATHS, 70 miles, where there is a bathing establishment patronised by sufferers from gout, rheumatism and cutaneous affections. The water wells up at a temperature of 160° and it is believed that when properly developed, the spring will be widely recognised as of great importance.

NYLSTROM, 88 m., has been a township for many years, but was practically abandoned on account of the low fever so prevalent in the swampy valley of the Nijl. During the last two years however it has received a new impetus from its situation on the road to the gold-fields.

The mountains to the eastward at one time formed the stronghold of the Kaffir Chief Secocoeni who was attacked without success by the Boers in 1876. Their repulse was one of the reasons which led to British occupation in the following year. In 1879 Sir Garnet Wolseley led a British force northward and, appreciating the difficulty of driving the natives from their mountain strongholds with heavily armed and encumbered white troops, he raised a powerful auxiliary body of Swazis, a stroke of policy to which is mainly due the speedy and successful termination of the war but which did not fail to raise the indignation of the Exeter Hall philanthropists.

Leaving Nylstrom the road traverses many pretty stretches of country, some of which are well timbered with thorn trees, to MAKAPANS POORT, 145 miles, a gloomy gorge through the mountains which have been the scene of many conflicts between Boers and natives.

EERSTELING, on the north side of the mountains, was the first spot on which gold mining operations were commenced in the Transvaal. The Company was floated in 1872 but met with little success owing to the difficulties of transport and the troubles with the Kaffirs.

SMITSDORP is a mining camp laid out on the summit of a hill in 1888. The situation has nothing to recommend it and the neighbourhood of Pietersburg, only 15 miles distant, will prove a serious drawback to its further development.

For Advertisement see page 77.

PIETERSBURG (Hotels.—Transvaal; Pietersburg. Papers.—*Zoutpansberg Review.* For Advertisements see pages 7, 10, 74), the chief town of the Zoutpansberg districts, is pleasantly situated and is the most northerly town of any importance in the Transvaal. It forms an important coaching junction for Leydsdorp, the Klein Letaba mines and the Chartered Company's territory.

MARABASTAD, a village to the south-east is laid out on private ground. It was successfully defended by a small force of regulars and volunteers during the Boer war.

Haenertsburg and Agatha are new townships on the high ground overlooking the Low Country Gold-fields.

The road northward from Pietersburg to TULI in the Chartered Company's Territory speedily leaves the farms of the white settlers behind and enters a district thickly populated with natives, whose kraals may be seen dotting the plain or clustering under the shelter of the volcanic kopjes which are visible on all sides. The road passes the western extremity of the ZOUTPANSBERG Range and skirts the great saltpan at the foot of the mountains which gives the name to the whole district. Salt is only obtainable during the winter months as the exhalations from the pan during the summer are said to be peculiarly deadly to Europeans.

The BLAAUWBERG MOUNTAINS to the west are stated to contain diamondiferous deposits and many indications of the existence of the precious gems are found in this part of the country. Concessions for working them have been granted by the Transvaal Government.

The country to the north of the mountains is dotted with the "Kerramatata" or "cream of tartar" trees so called from the acid powder with which the fruit is filled. These trees, many of which are 100 ft. in girth, form a striking feature of the landscape and are of great service to the few hunters who still frequent this part of the country. The recesses of their massive trunks frequently contain large quantities of rain water and the fruit, when mixed with water however stagnant, forms a pleasant and safe drink, it is also valued by the Boers as a specific against fever.

Quagga, gnus, giraffes, lions and many kinds of antelope

still roam over the vast undulating plains but the scarcity of water during the winter months drives most of them to the westward.

The banks of the LIMPOPO are well wooded and in places very beautiful; the river is never dry but the vast volume of water sent down by the summer rains shrinks during the winter into a few shallow streams which are easily fordable. Large deposits of copper ore occur near its banks and at one spot, near the junction of the Dorps River, several excavations may be seen where the Kaffirs have carried on extensive mining operations. The workings however appear to have been abandoned for many years. It is possible that at some future period this river may be made navigable.

The best map of the Transvaal published is Troye's map for 1892, which shows the position of every farm in the country.

A LIST OF A FEW OF THE BOOKS TREATING OF SOUTH AFRICA WHICH WILL BE FOUND OF INTEREST.

"Compendium of South African History and Geography"	G. M'Call, Theal.
"Chronicles of the Cape Commanders," and other works	
"South Africa, Past and Present" . .	John Noble.
"Cape of Good Hope Official Hand-Book"	Do.
"Problems of Greater Britain" . .	Sir Chas. W. Dilke, Bart.
"Our South African Empire" . . .	W. Gresswell, M.A.
"The Geography of Africa, South of the Zambesi"	Do.
"History of the Battles of South Africa"	D. C. F. Moodie.
"Natal, the Land and its Story" . .	Robert Russell.
"The Story of the Settlers" . . .	T. Sheffield.
"Ingwadi Yami"	J. W. Matthews, M.D.
"Golden South Africa"	Edward P. Mathers.
"Zambesia"	Do.
"A Hunter's Wanderings in Africa" .	F. C. Selons.
"Kloof and Karroo in Cape Colony" .	H. A. Bryden.
"The Sportsman in South Africa" . .	J. A. Nicolls and W. Eglinton.
"Story of a South African Farm" . .	Olive Schreiner.

And others.

A nearly complete list of works on South Africa will be found in the "Catalogue of Books relating to South Africa" by Charles A. Fairbridge and John Noble.

DIRECTORIES AND WORKS OF REFERENCE, &c.

The Argus Annual and South African Directory.
General Directory of South Africa.
Natal Directory.
Jeppe's Transvaal Almanac and Directory.
And others.
And South Africa, a Weekly Journal.

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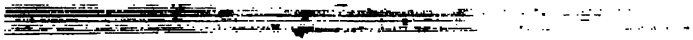
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DATE		Distance Run	course	Wind	Weather	Observations

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ESTCOURT (Natal).
FORT BEAUFORT.
GEORGE TOWN.
GRAAFF REINET.
GRAHAM'S TOWN.
GREYTOWN (Natal).
HANOVER.
HEIDELBERG (Transvaal).
HUMANSDORP.
JOHANNESBURG (Transvaal).
KIMBERLEY (Diamond Fields).
KING WILLIAM'S TOWN.
KLERKSDORP (Transvaal).
KNYSNA.
KOKSTAD.
KRUGERSDORP (Transvaal).
LADY GREY.
LADYSMITH (Natal).
LYDENBURG (Transvaal.)
MAFEKING (British Bechuanaland).
MALMESBURY.
MIDDELBURG (C. Colony).
MIDDELBURG (Transvaal).
MOSSEL BAY.
MURRAYSBURG.
NEWCASTLE (Natal).
OUDTSHOORN.
PAARL.
PIETERMARITZBURG (N'tal).
PORT ELIZABETH.
POTCHEFSTROOM (Transvl.).
PRETORIA (Transvaal).
QUEEN'S TOWN.
RICHMOND.
RIVERSDALE.
ROBERTSON.
SALISBURY (Mashonaland).
SOMERSET EAST.
STELLENBOSCH.
STEYNSDORP (Transvaal).
SWELLENDAM.
TARKASTAD.
UITENHAGE.
UMTATA.
VICTORIA WEST. [analand).
VRYBURG (British Bechu-
WELLINGTON.
WILLOWMORE.
WORCESTER.

Letters of Credit and Drafts granted on all the Branches of the Bank. Moneys collected, and every description of Banking Business transacted with the South African Colonies and States. Telegraphic remittances made. Interest allowed on Deposits for one year certain and longer periods at rates which may be ascertained on application at the Head Office, **10 Clement's Lane, Lombard Street, London, E.C.**

DE NATIONALE BANK

DER

Z.A. REPUBLIEK

(BEPERKT).

Established 1891, and incorporated by Special Decree of the Volksraad.

BANKERS TO THE GOVERNMENT OF THE S.A.R.

Authorised Capital, - - - - - -	£4,002,000
First Authorised Issue, - - - - -	1,002,000
Subscribed Capital, - - - - - -	502,000

HEAD OFFICE: PRETORIA.

DR. WILHELM KNAPPE,
HERMAN MILITZ, - - } Joint General Managers.

London Office: 73 Cornhill, E.C.

BRANCHES AND AGENCIES:

Barberton.	Lourenço Marques.	Pietersburg.
Ermelo.	Lydenburg.	Potchefstroom.
Johannesburg.	Middelburg.	Pretoria.
		Vryheid.

General Manager's Tel. Address: "BANKHOUDER".
Branches Tel. Address: "NATION".

THE Bank undertakes all kinds of Banking business. Letters of Credit issued. Accounts kept for Local and Provincial Clients. Telegraphic Remittances made. Bills negotiated and sent for collection.

Interest allowed on deposits at rates which may be ascertained on application at the Offices of the Bank.

8

THE BANK OF AFRICA, LTD.

(ESTABLISHED 1879.)

HEAD OFFICE: 113 CANNON STREET, LONDON, E.C.

Subscribed Capital, - - - - £750,000
Paid-up Capital, - - - - 250,000
Reserve Fund, - - - - 110,000

Board of Directors.

AUGUST BARSDORF, Esq. | ARTHUR A. FRASER, Esq.
W. FLEMING BLAINE, Esq. | JAMES ALISON STEEL, Esq.
AUSTEN CHAMBERLAIN, Esq., M.P. | JOHN YOUNG, Esq.
WM. YOUNG, Esq.

JAMES SIMPSON (Resident at Cape Town) *General Manager.*

BRANCHES.—*Cape Colony.*

Aliwal North. | East London. | King William's Town. | Port Elizabeth.
Cape Town. | Graham's Town. | Oudtshoorn. | Queenstown.
Cradock. | Kimberley. | Paarl.

Natal.

Durban. | Newcastle. | Pietermaritzburg.

Orange Free State.

Bethlehem. | Fauresmith. | Winburg.
Bloemfontein. | Harrismith.

South African Republic.

Barberton. | Johannesburg. | Pretoria. | Vrijheid.

East Coast of Africa.—Lourenço Marques.

SUB-BRANCHES.

Jagersfontein, O.F.S. | Rouxville, O.F.S.

The Branches of the Bank Discount approved Bills; make Advances on Gold, Diamonds, Produce, Merchandise, and other approved Securities; grant Drafts, payable in London, Cape Colony, Orange Free State, Transvaal, Delagoa Bay, and on Correspondents in India, China, Australia, and New Zealand; buy and receive for Collection Bills of Exchange; issue Letters of Credit; undertake the Purchase and Sale of Colonial and other Securities and hold them for safe custody; receive Interest or Dividends as they become due; and conduct all kinds of General Banking Business. Deposits of Money are received for fixed periods, on terms which may be ascertained on application at any of the Branches. Gold is purchased or received on consignment for shipment to London and realisation. An Assay Department, under charge of a competent Assayer, has been established at Johannesburg, Z.A.R. *Sub-Branches*: Letters for Jagersfontein should be addressed to Fauresmith Branch and for Rouxville to Aliwal North Branch. JAMES SIMPSON, *General Manager.*

African Banking Corporation, Limited.

CAPITAL.

Registered, - - - - - - - - - - - - £2,000,000
Subscribed 60,629 Shares, £10 each, - - - - - - - - 606,290
Called up, £5 per Share on 60,629 Shares, - - - - - - - 303,145
Reserve Liability, £5 per Share on 60,629 Shares, - - - - - - 303,145

The Number of Shareholders exceeds 1,000.

DIRECTORS.—EDWARD WEBB, Esq., *Chairman.*

JAMES DALISON ALEXANDER, Esq. | Sir FRANCIS KNOLLYS, K.C.M.G., C.B.
ALBERT DEACON, Esq. | WILLIAM FITZGERALD PILCHER, Esq.
GILBERT FARIE, Esq. | THOMAS RUDD, Esq.
ALFRED GILES, Esq. | WILLIAM JAMES THOMPSON, Esq.

Head Office :—43 Threadneedle Street, London, E.C.

GEORGE WILLIAM THOMSON, *Chief Manager.*

BRANCHES IN SOUTH AFRICA.

Cape Town. | Graham's Town. | Malmesbury. | Port Elizabeth.
Durban. | Johannesburg. | Molteno. | Pretoria.
East London. | Kimberley. | Montagu. | Queen's Town.
Graaff-Reinet. | King William's Town. | Paarl. | Umtata.
Worcester.

Current Accounts opened, Deposits received for Fixed Periods, Drafts issued, Approved Bills of Exchange Purchased and Discounted, and all usual and approved *Banking* Business conducted on terms which can be learned on application at any *Office of the Bank.* **ROBT. LITTLEJOHN,** General Manager in South Africa.

CAPE TOWN, *1st January*, 1893.

DE NEDERLANDSCHE BANK EN CREDIETVEREENIGING

VOOR

ZUID AFRIKA,

BEPERKT.

CAPITAL, - - - - - £200,000.

HEAD OFFICE: Amsterdam, Heerengracht, No. 128.
HEAD AGENCY: Pretoria, Church Street East. Post Box, *No. 118.*

AGENCIES.

JOHANNESBURG, Fox Street. Post Box, No. 1330.
POTCHEFSTROOM, Church St. Post Box, No. 124.
Telegraphic Address: "VASCOGAMA".

Bills discounted. Advances made against Security. Drafts bought and sold; and Letters of Credit issued on South Africa, Europe, and other Countries.

PRETORIA

Hypotheek Maatschappij.

CAPITAL, - - - Fl. 1,000,000.

Makes Advances on Fixed Properties to a maximum of two-thirds of the Market Value.

For terms and other information apply at any of the Offices of the

NEDERLANDSCHE BANK EN CREDIETVEREENIGING
VOOR
ZUID-AFRIKA, IN THE TRANSVAAL.

THE NATAL BANK, LIMITED.

Established 1854; Incorporated 1859, and now Incorporated under "The Natal Bank, Limited, Law, 1888".

BANKERS TO THE GOVERNMENT OF NATAL.

Authorised Capital,	**£2,000,000**
Subscribed Capital,	**878,110**
Paid up Capital,	**284,237 10s.**
Reserve Fund,	**35,000**

LONDON BANKERS: LONDON AND WESTMINSTER BANK, LTD.

BRANCHES.

Natal.		*South African Republic.*	
Charlestown.	Newcastle.	Barberton.	Johannesburg
Durban.	Pietermaritzburg.	Ermelo.	Pietersburg.
Ladismith.		Heidelberg.	Pretoria.

London Branch: 156 and 157 Leadenhall Street, E.C.

Head Office: Pietermaritzburg, Natal.

This Bank makes Advances on negotiable Securities, receives Deposits at interest and undertakes generally every description of Banking and Exchange Business.

JAMES MACKELLAR, General Manager.

Aliwal North, Cape Colony.

CRITERION HOTEL,

ALIWAL NORTH.

Opposite the Court House, Post and Telegraph Offices, and in close proximity to the Park and Public Library.

The Proprietors have spared no expense in making this the

Best and most comfortable Hotel for Families, Commercial Travellers, and the Public generally,

As it is quietly situated, and has Ladies' Private Sitting Rooms away from the noise of the Bars.

Wagonettes and Spiders meet all arriving and departing Trains Free, and are always at the disposal of Visitors.

GOOD BILLIARD TABLE, by Thurston.

LARGE SAMPLE ROOM WITH SHELVES, &c.

TERMS MODERATE.

THE

ROYAL HOTEL,

BEAUFORT WEST.

Proprietor, - A. DRIFFIELD.

Conveniently situated in the upper and most healthy part of the town.

Comfort and Convenience of Visitors made a particular study of.

English Cuisine of the highest class. Large Airy Billiard Room, Smoke Room, &c. Cart meets all trains. Charges moderate, and special charges for a period or for a party.

Patronised by His Excellency the Governor of Cape Colony, General Cameron, Commander of Her Majesty's Forces in South Africa, and by most of the Nobility and Gentry.

MASONIC HOTEL,

BEAUFORT WEST.

A FIRST-CLASS HOTEL WITH EVERY CONVENIENCE.

BEAUFORT WEST being the only REAL HEALTH RESORT of the Colony, Visitors and Travellers north will do well to break the long and tedious journey at the above place. Telegrams and Letters promptly attended to.

B. KROMM (formerly of Port Elizabeth and Cape Town), *Proprietor.*

Bloemfontein, Orange Free State.

THE CRITERION HOTEL,

LOWER CHURCH STREET, BLOEMFONTEIN.

This well-known Hotel is conveniently situated close to the Market Square.

Superior Accommodation for Families or Travellers.

All trains met, and the comfort of Visitors carefully attended to by the Proprietor.

J. BARNARD.

THE

FREE STATE HOTEL

(ESTABLISHED 1861),

BLOEMFONTEIN.

Facing the Market Square, adjoining the Post and Telegraph Offices, and situated in the best part of the town.

THE Dining-room is very lofty and well ventilated, and a special wing, which is entirely separate from the rest of the hotel and fitted with all the latest modern improvements, is reserved for the accommodation of families, ladies and invalids.

One of the Proprietors is always present and personally attends to the comfort of visitors.

C. P. STOCK & SON.

BLOEMFONTEIN HOTEL,

BLOEMFONTEIN.

W. G. COX, - - - Proprietor.

Cable and Telegraphic Address: "COX, BLOEMFONTEIN".

Every convenience for Families and Travellers.

Three Sample Rooms fitted with Shelves.

THE HOTEL TRAP MEETS ALL TRAINS.

N.B.—Bloemfontein, Orange Free State, is considered by the Medical Profession to be the healthiest part of South Africa for people troubled with Pulmonary Complaints.

Sowden, Mitchell, & Stoddart,

FASHIONABLE DRAPERS, MILLINERS,

CLOTHIERS, OUTFITTERS,

AND BOOT AND SHOE WAREHOUSEMEN.

Large Stock of Goods always on hand of Superior Quality at Low Prices.

High-class Dressmaking at Moderate Charges.

Maitland St., Bloemfontein, Orange Free State,

ALSO AT

Queenstown and Aliwal North, Cape Colony.

FRANK OLDFIELD & CO.,

WAREHOUSEMEN,

FORWARDING AND COMMISSION AGENTS,

BLOEMFONTEIN AND JOHANNESBURG.

Goods received, stored and forwarded to all parts.

SHIPPING AGENTS:

CHARLES PRICE & SON, 7 Poultry, London, E.C.

P. HEUGH & CO., Port Elizabeth.

CHARLES P. BECK & CO.,

MARKET SQUARE, BLOEMFONTEIN.

Produce, Commission and Forwarding Agents.

Telegraphic Address: "BECK, BLOEMFONTEIN".

Established 1879.

St. George's Hotel,

ESTABLISHED 1873.

FIRST-CLASS FAMILY AND COMMERCIAL HOTEL.

Most Centrally Situated. Immediately opposite General Post Office, and in close proximity to the Houses of Parliament, Trams and Trains.

First-class Accommodation.

Wines, Spirits, and Cigars of the choicest Quality.

TABLE D'HOTE. *LUNCHEONS A LA CARTE.*

J. CLARK, Proprietor.

For many years Chief Steward in the Castle Mail Packets Company (Limited).

Patronised by His Imperial Highness the Grand Duke Alexander of Russia and Suite, The Right Hon. Lord Randolph Churchill, Major Giles, Sir William Ramsay Fairfax, Bart., Count Pfeil, &c., &c.

POOLE'S HOTEL,

NEW STREET, CAPE TOWN.

Proprietor, B. BRISCOE, late R.N. Tel. Code Address: "POOLE'S, Cape Town".

Excellent Cuisine. **English and French Suites of Apartments. Every Home Comfort.**

Sportsmen visiting South Africa, by writing to the Proprietor in advance, can arrange for Shooting in the neighbourhood during the season—January to June.

MADEIRA HOUSE,

CAPE TOWN.

ESTABLISHED 1860.

FIRST-CLASS PRIVATE HOTEL.

Centrally situated opposite Government House and within convenient distance of Railway Station, Public Offices, Government Gardens and all places of amusement.

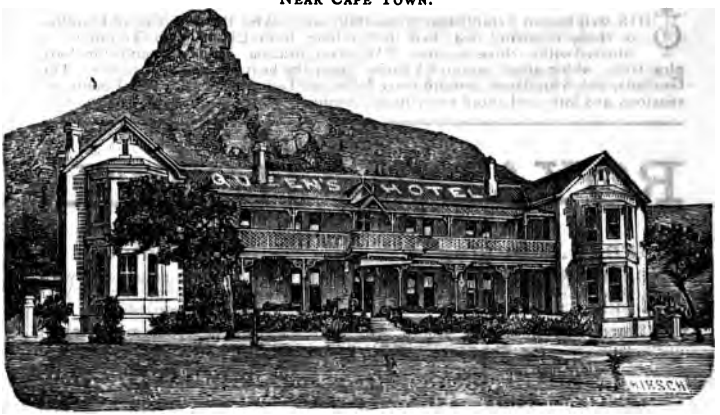
Special Terms for Families and Permanent Boarders, who will find all the privacy and comforts of a home.

SUPERIOR CUISINE.

Queen's Hotel,

SEA POINT,

NEAR CAPE TOWN.



UNRIVALLED SITUATION.

Standing in its own Ground facing the Sea, at the Terminus of both Rail and Tramway.

TABLE D'HOTE, 6·30 P.M.—4s.

Private Dining Rooms, Coffee Room, and Reading Room, Billiard Room, Tennis Ground, &c.

The Cuisine will be found to be under thoroughly qualified and efficient management, while the CELLARS are stocked with the CHOICEST WINES, carefully selected and unsurpassed in quality.

In the Drawing Room has recently been erected a

WAGNER GRAND PIANOFORTE.

Upwards of Fifty Bedrooms with numerous Bathrooms, Hot and Cold Water. Splendid Sea Bathing with Private Bathing House for the use of Visitors.

Carriages, Traps and Saddle Horses. Wedding Breakfasts.

Telephone No. 38. **J. CAVANAGH, Proprietor.**

THE HOTEL METROPOLE OF SOUTH AFRICA.

MORTIMER HALL

(Late DRAKE'S),

High-class Boarding House, WYNBERG.

THIS well-known Establishment, specially adapted for the reception of Families or those requiring rest, and half-an-hour from Cape Town Terminus, is situated within three minutes' of Wynberg Station. It is surrounded by lofty pine trees, which afford a grateful shelter from the heat of the summer sun. The Grounds, which are large, contain three full-sized Tennis Courts. The Rooms are spacious and lofty and afford every home comfort. *Proprietress*, Mrs. J. BUYSKES.

THE

ROYAL HOTEL,

WYNBERG.

FRED. MORRIS, - - - - Proprietor.

CONSIDERABLE Improvements have been carried out in connection with this well-known Family and Commercial Hotel. There are now TWO SELECT BARS, SMOKING ROOM, and LOUNGE, newly-fitted,

Billiard Room, Ladies' Room, &c., &c. First-class Accommodation for Boarders. Bath Room, Stabling, &c.

HOTEL CHARGES, 7s. 6d. PER DAY.

As these Hotels are quickly accessible from the City they have been placed alongside those in the Town itself.

Advertisers having Agencies should note that they are indexed under each Agency. The Writer will be much obliged by an omission being pointed out to him.

Cape Town.

THE OLD FIR TREE.

LADIES and GENTLEMEN visiting Cape Town should not fail to call and see the Grand Display of New and Seasonable Goods, suitable for Cape Town and Up-country wear. Everything marked in plain figures and at London prices.

Visitors we are sure will be suited by calling on

A. HILLIARD,

Under the Old Fir Tree, CHURCH SQUARE.

William Duncan & Co.,

DRAPERS,
HOSIERS, OUTFITTERS, AND CARPET WAREHOUSERS.

Direct Importers of

High-class Dress Materials.
Millinery and Fancy Goods.
Mantles, Jackets, &c.
Gloves, Laces, and Ribbons.
Ladies' and Children's Goods of every Description.
Manchester Goods and Irish Linens.
Hosiery and Underclothing.
Curtains and Art Furnishings.
Carpets and Linoleums, &c., &c., &c.

Dressmaking and Millinery in all their Branches.

☞ **Special Gentlemen's Department with full Stock of Gentlemen's Goods.**

SOLE AGENTS FOR

Dr. Jaeger's Sanitary Woollen Underclothing, &c.,

For Gentlemen, Ladies, and Children.

PRICE LIST POST FREE.

SPECIAL POSTAL ORDER DEPARTMENT.

Parcels forwarded by post, &c., to every part of South Africa.

Patterns, Price Lists, Self-measurement Forms, &c., Post Free.

68 & 70 ADDERLEY & 2 SHORTMARKET STREETS,

CAPE TOWN.

B. G. LENNON & CO.,

LIMITED,

WHOLESALE AND RETAIL

CHEMISTS AND DRUGGISTS,

CAPE TOWN,

Port Elizabeth, AND East London.

Branches in Cape Colony at Aliwal North, Beaufort West, Graaff-Reinet, and Paarl.

Branches in Transvaal at Johannesburg,

Branches in Orange Free State at Bloemfontein.

B. G. LENNON & CO., Limited, beg to draw special attention to their Photographic Departments, where they hold Large Stocks of Cameras, Lenses, and other Appliances by the best Makers, Dry Plates, Papers, and every requisite, including the Latest Novelties.

The Cape Town and Port Elizabeth Houses have fitted up Dark Rooms for the use of their Customers and Visitors.

B. G. LENNON & CO., Limited, will also be pleased to give any information on Photographic Matters to Visitors that they may require.

A large assortment of Views of South African Scenery and Natives for sale at Cape Town.

Retouching, Copying, or Enlarging is done at the Cape Town House, where Specimens may be seen. Orders may be sent through any of their Branches.

London Office: 14 Bunhill Row, E.C.

THURSTON & CO.,

ESTABLISHED 1814.

BILLIARD TABLE MANUFACTURERS,

AND

SPORTS DEPÔT.

EVERY DESCRIPTION OF SPORTING GOODS IN STOCK.

White Hall, Green Market Square,

CAPE TOWN.

THE BEST STOCK OF BEDSTEADS

At the Lowest Prices,

ALSO

Household and Furnishing Ironmongery,

Camp Outfits and Miners' Tools,

Unbreakable Dinner Services,

Cutlery, Carbon Filters, Felt Water Bags,

AT

GEORGE FINDLAY & CO.,

Hardware Stores,

Grave Street, CAPE TOWN.

J. C. JUTA & CO.,

COLONIAL MUTUAL BUILDING,

Adderley Street,

CAPE TOWN.

Branch, - - - - - - JOHANNESBURG.

Publishers, Booksellers, Stationers.

Regular Weekly Importation of English, Dutch, French, and German

MAGAZINES, NEWSPAPERS, AND PERIODICALS.

Sole Agents by Appointment for the Sale of Admiralty Charts.

Depot of the S.P.C.K. Publications.

Publishers to Cape of Good Hope University.
Publishers Educational News of South Africa. (Subscription 5s. per annum.)
Publishers South African Medical Journal. (Subscription 21s. per annum.)
Publishers Supreme Court, High Court, and Eastern District Court Law Reports.

Medical, Law, Educational Works.

Books of Travel, Biography, &c., &c.

THE LARGEST STOCK IN SOUTH AFRICA.

Catalogues Free.

J. C. JUTA & CO.

Darter Brothers and Walton

BOOKSELLERS, PUBLISHERS,

STATIONERS, and ARTISTS' COLOURMEN,

Adderley Street, CAPE TOWN,

Hold one of the

LARGEST STOCKS OF BOOKS

IN

SOUTH AFRICA,

Which is kept up to date by the weekly addition of all the Principal

NEW BOOKS.

Catalogues and Periodical Lists of New Books will be regularly sent post free to any applicant.

SOLE AGENTS FOR

ALLIS'S PHOTOGRAPHS

OF CAPE SCENERY,

Acknowledged to be the Best.

BELMONT PRIVATE HOTEL,

CERES, CAPE COLONY.

THIS Establishment, standing in its own grounds of 70 acres, and at an altitude of 1700 feet above sea level, has been specially erected with a view to the comfort of visitors from England and elsewhere. The house is so situated as to overlook the picturesque village of Ceres, and from each window varied and extensive views of the surrounding mountainous scenery may be obtained. The household arrangements are perfect. The Manager has spared neither trouble or expense in securing English Servants and in making the house as much like a home as possible.

During the two years it has been open to the public it has been largly recommended by many eminent Physicians of London and elsewhere as a health resort, especially between the months of October and April.

Competent Medical Assistance is always available.

Terms 12s. 6d. per day. **£3 10s. per week.**

For further particulars write or wire:

REGINALD HEBERDEN,

CERES, SOUTH AFRICA.

The Ceres Sanatorium

(Private Family Hotel)

Is under English Management and facing the High Street, which is well known as being one of the prettiest and shadiest avenues in South Africa.

The accommodation, which comprises the usual sitting-rooms, &c., will be found most comfortable. The long and spacious stoep provides a most agreeable lounge even in the hottest weather.

Hot and Cold Water Baths, Tennis Court, &c.

Consulting Physician, DR. ZAHN. **APPLY TO THE MANAGER.**

FAURE'S BOARDING HOUSE,

MAIN STREET, CERES.

THIS Establishment, which is situated just opposite the Post Office and close to the Library, &c., offers every accommodation to those wishing to make a stay in this well-known and picturesque health resort.

The comfort of guests is specially attended to by the Proprietor.

Moderate charges and reductions made for a lengthened stay.

Charlestown, Natal.

J. J. PRATT & SON,

GENERAL DEALERS,

FORWARDING AND COMMISSION AGENTS,

Charlestown, Natal.

Agents for UNION S.S. COMPANY.

Agents for UNION ASSURANCE SOCIETY.

Said the Prince to the Duke, "What Hotel are you going to when we get to Cape Town?"

Said the Duke to the Prince, "To an hotel where they keep **Taddy's Myrtle Grove Tobacco and Cigarettes**, of course."

Said the Prince to the Duke, "Why, man, they keep them in every hotel in South Africa."

Cradock is the best centre in the Colony for visitors, (especially health seekers) to make their headquarters. It is within a night's journey of Port Elizabeth, Grahamstown, Colesberg, Queenstown, &c., and within a day and a night of Kimberley, Bloemfontein, Graaff Reinet, King William's Town and East London, &c.

VISITORS TO

CRADOCK

Should make an early call at **MIDLAND HOUSE,** *where they will find a large selection of*

Standard and Current Literature. **Bales of English Newspapers and Magazines** imported weekly by mail-steamer.

Large stock of **Fancy Goods** suitable for presents. **Stationery** for home, office and school use. Bags, Tourist Cases and other **Travellers' Requisites. Views** of Cradock and other towns. Depôt of British and Foreign Bible Society. Hymn books for all denominations. **Dutch** and **Kaffir** school and other **books. Printing** and **bookbinding** done on the premises; agents for London and Lancashire Fire Insurance Co. Port Elizabeth, Cape Town and Grahamstown papers on sale daily.

THE MIDLAND NEWS

AND KARROO FARMER

Has the largest circulation in the Midland towns and districts.

THE MIDLAND NEWS contains news from *its own* correspondents throughout the Midlands.

THE MIDLAND NEWS contains *special reports* of the meetings of the leading Farmers' Associations.

THE MIDLAND NEWS devotes special attention to *Market Reports.*

THE KARROO FARMERS' column by "Endeavour" handles farmers' questions ably and vigorously.

THE MIDLAND NEWS publishes most *valuable practical papers* on farming matters and correspondence by leading Farmers.

THE MIDLAND NEWS is the most widely patronised paper for Auctioneers' *advertisements* and *sales of farms* and *live stock.*

THE MIDLAND NEWS is published *three times a week* and sent post free to any address in South Africa for £1 5s. per annum, or to any address in England for £1 10s. per annum.

ADVERTISEMENTS are charged at the rate of 2s. per inch single column and 4s. per inch double column. Repeats half price. Special rate for standing advertisements. Situations, Houses, &c., wanted, Birth, Marriage and Death Notices, 20 words and under are charged 5s. for three insertions. Every extra 10 words 1s. extra for the three insertions.

BUTLER BROTHERS.

Stationers, Booksellers, Direct Importers, Printers, Publishers, and Book-binders.

MIDLAND HOUSE, CRADOCK.

(Established 1879.)

THE VICTORIA HOTEL,
CRADOCK,

Is well known as one of the oldest Hostelries in the Province, and replete with every comfort. A cart meets every train.

Invalids specially cared for.

Large Stock-rooms for Commercial Travellers free of charge.

SPECIAL TARIFF FOR EXTENDED STAY.

S. D. BAIRSTOW, Proprietor.
(Late of "Algoa House," Port Elizabeth.)

CROWN HOTEL, CRADOCK.

This Hotel occupies a beautiful position facing the park and commanding fine views of the mountains and Karroo and within a few paces of the open Veldt.

All bedroom windows face the open. Every attention paid to invalids.

PERSONAL SUPERINTENDENCE BY THE PROPRIETOR,

EUGENE S. WHYTE.

HARTMANN & CO.,
CRADOCK.

Direct Importers. **General Dealers.**

DEPARTMENTS :—

DRAPERY.	CLOTHING.	HABERDASHERY.
HOSIERY.	BOOTS.	SHOES.
GROCERIES.	PROVISIONS.	OILMAN'S STORES.
CROCKERY.	GLASSWARE.	TINWARE.
	&c., &c.	

Buyers of Wool, Mohair, Skins, Ostrich Feathers, Grain, &c., &c.

Teneriffe.

If you want beautiful PHOTOGRAPHS of TENERIFFE, GRAND CANARY, PALMA, &c., go to

DELGADO. YUMAR, SANTA CRUZ.

The Book Shop opposite Camacho's Hotel.

COME AND SEE THEM.

TRY

FRANK STEVENS' POPULAR VICTORIA BOOTS.

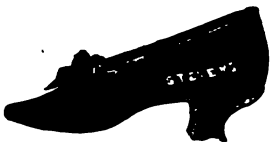
TALLY-HO HATS.

TRY

FRANK STEVENS' FAMED RESPONSIBLE BOOTS

AND TERAI HATS.

Specialties.—The Featherweight Boot and Hat. The Salisbury Cap. The Stanley Hat.



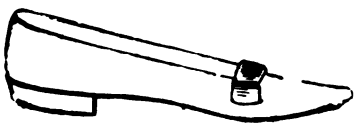


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No expense has been spared to make this the best Hotel in the Colony, and Visitors will find every comfort, as well as first class attendance, which is ensured by a large staff of carefully trained waiters.

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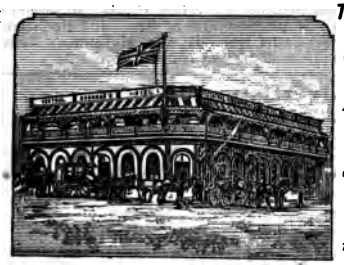
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—MACBETH.

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Under the personal supervision of the Proprietor and Proprietress.

200 yards from the Umgeni Falls.

VISITORS to this well-known Health Resort and Family Hotel, which is charmingly situated on the banks of the Umgeni, can rely on every Home Comfort, Good Cuisine, Lofty Upstair Bedrooms, Private Suites of Rooms, Bath-Rooms, &c.

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Have a sheer drop of 364 feet, and are the second highest unbroken fall in the world, being more than double the height of the Niagara Falls, which are 158 feet deep.

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Which are situated some ten miles from Howick, are accessible by a drive through one of the prettiest districts in the Colony. They consist of a succession of three falls, the highest of which is 300 feet. For grandeur and magnificence of scenery they surpass perhaps anything in Natal.

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HOWICK IS WELL KNOWN AS THE HEALTH RESORT OF NATAL.

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Special accommodation for BUSINESS GENTLEMEN and BACHELORS. Run on same lines as Rand Club.

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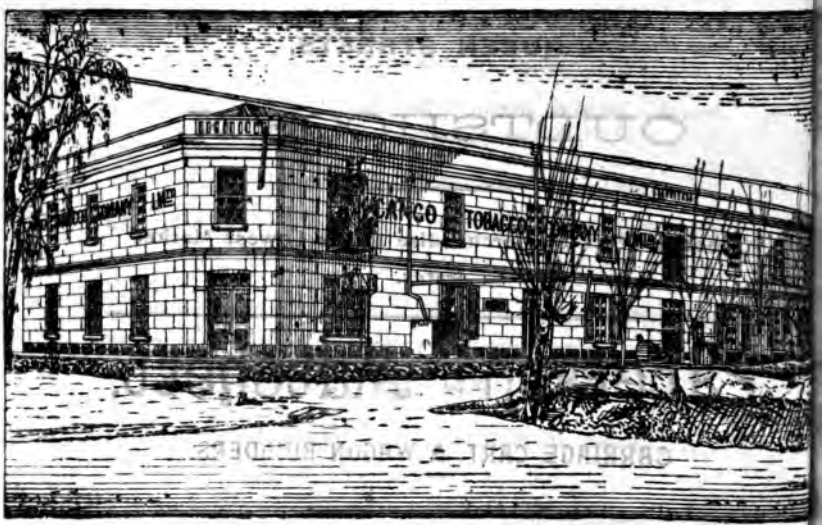
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The Spacious Balconies form the Pleasantest and Coolest Lounge in the Town.

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Water laid on all over the House from the new Water Works.

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FOUNTAIN HOTEL, PRETORIA.

THIS well-known and popular Hotel has been completely repaired and renovated. The Billiard Saloon has been entirely altered and is now the most convenient Saloon in Town. A Private Bar has also been arranged; Electric Light has been laid on all over the premises; there is a Bath Room for Ladies upstairs, and Shower Bath Rooms for Gentlemen downstairs.

A splendid Table is kept, a French *chef* having been specially engaged. Telephonic communication with the Town for the use of Visitors. Post Box on the premises. Carriage and Pair meets every Coach; in fact all conveniences of a first-class Hotel are provided.

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NOTICE.

As some evilly disposed persons have spread a report that I am no longer managing this Hotel, a reward will be paid to anyone who will furnish me with their names.

B. LAPIN, Manager.

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This well-known Hotel, in close proximity to the Town Hall, Government and Post Offices, offers every convenience to Families, Commercial Travellers, and the General Public.

A WAGGONETTE MEETS ALL ARRIVING AND DEPARTING TRAINS, FREE OF CHARGE.

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Improved Low-Cushioned Billiard Table.

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This first class Hotel, recently erected, is beautifully situated facing the sea, and commands extensive mountain and ocean views.

THE accommodation, which is most extensive, has been specially designed with a view to meet the requirements of Families and Visitors to the sea-side, and comprises 40 large airy bedrooms, spacious sitting and dining rooms, billiard room, &c. The Verandah and the Balcony above are each 140 feet long, forming a magnificent promenade or lounge.

Stellenbosch, Cape Colony.

COMMERCIAL HOTEL,

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A most comfortable Hotel for Commercial Travellers and Private Families.

TEN MINUTES' WALK FROM THE RAILWAY STATION.

A good Table always kept. First Class Billiard Room. Sample Rooms for Commercial Travellers. Private Rooms for Families. A convenient Bath Room. Large Stabling and Coach House. Carts to be had on the Premises.

The Hotel has recently been altered and enlarged.

A Private House kept by the Proprietor adjoins the Hotel.

CHARGES STRICTLY MODERATE.

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THIS well known establishment, which has been open for the reception of visitors for the last eight years, will be found by those coming to Stellenbosch to possess all the comforts and conveniences desired. It faces the Square in the centre of the village and is opposite the English Church.

The Proprietress, who resides on the premises, personally superintends the conduct of the house.

There is a large garden, which is placed at the disposal of Guests staying in the house.

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Import direct all classes of General Drapery, Millinery, Outfitting, Boots and Shoes, &c.; keep a large selection always on hand, and are therefore able to supply residents or visitors as satisfactorily and reasonably as any house in the Eastern Province.

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MASONIC HOTEL, Wellington.

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THIS long established and well-known Hotel is particularly adapted for the reception of Families or Visitors desirous of enjoying the rest and quiet which the neighbourhood affords. Those desirous of visiting the many beautiful spots in the vicinity will find it a most convenient centre. Carts for the Bain's Kloof Pass, &c., can always be obtained. Good accommodation for Commercial Travellers.

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Large or Small Orders promptly attended to. **Prize Medals** at all the Colonial Exhibitions.

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Proprietor, - - - - M. LIPMAN.

In the Healthiest Part of the Town, and in close proximity to the Railway Station.

In addition to the usual Sitting Rooms, Billiard Room, &c., there is a large Hall on the Premises in which Entertainments are generally held.

Carts and Horses on hire, and Pic-nic Parties provided for, and Excursions arranged to the many Beautiful Spots to be found in the neighbourhood.

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Camacho's Hotel,

SANTA CRUZ, TENERIFFE.

THIS is the most central and best situated Hotel in Santa Cruz, containing forty large, well-ventilated, airy bedrooms, sitting room, billiard room, smoking room, &c., &c. Bath room on each landing.

The Sanitary Arrangements are perfect, their construction having been superintended and examined by Dr. PAGET THURSTAN, Author of "Southborough, its Chalybeate Springs," &c.

The climate of Santa Cruz from November to April is by far the best in the Islands. The air is clear and dry; the temperature equable with constant sunshine. During the winter months the town is the rendez-vous *of the Nobility and Gentry, and Visitors will find it a most agreeable resort.*

All steamers are met by a representative of the Hotel, and passengers' luggage, &c., taken in charge and landed, thus saving much trouble and inconvenience.

Terms: Rooms from 8s. to 12s. per day, or £2 10s. to £3 15s. per week.

Special arrangements made for Families or Persons staying for a prolonged period.

LOUIS G. CAMACHO, Proprietor.

The International Hotel,

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OCCUPYING a magnificent position facing the Harbour and the Public Square, this Hotel is the favourite resort of all who wish to stay for a time in the dry and healthy climate of Santa Cruz. Many of the leading English and other Physicians who have visited the island declare the southern aspect and absence of damp ocean breezes peculiar to the south side to be of unequalled advantage in cases of asthma, rheumatism, gout, or general debility.

Visitors staying in or passing by the island will find large airy bedrooms and every comfort they can desire, together with a liberal table and good cooking.

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Send for the New Prospectus before assuring elsewhere, and read "INVESTMENT INSURANCE".

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